

ATLANTIC FISHERMAN

VOL. XIX

Registered U. S. Patent Office
APRIL, 1938

NO. 3

There's Real Appeal—

in this
*Better
Rope*

COLUMBIAN Tape-Marked Pure Manila Rope appeals to hard users because it can be depended upon to stand up under the most strenuous conditions, yet remain flexible for easy handling.

Columbian is a better rope because it's made from carefully selected fibres, waterproofed before being spun into rope, with each strand lubricated to prevent friction. That's a double-guarantee that your Columbian rope will give you longer, better service.

COLUMBIAN ROPE COMPANY
Auburn, "The Cordage City," N. Y.

COLUMBIAN
TAPE-MARKED
PURE MANILA **ROPE**

QUALITY
Controlled
every step of the way

Boston Office and Warehouse

38 Commercial Wharf

205,000 pounds of Fish.. While Other Ships Stood by!

November 27th to December 8th . . . ten days of howling winds and heavy seas that made life miserable for fishermen! The general order was, "Heave to and jog"!

But not the "West Point" and Capt. Carlson! While larger ships jogged, this modern trawler, with its powerful Cooper-Bessemer Diesel engine, fished! The result? .185,000 pounds of fish on the Bank of St. Pierre and 20,000 more on the way home. The greatest money catch recorded at Boston Pier since 1929!

With staunch ships, a good crew, and Cooper-Bessemer Diesels, you, too, can reap benefits of an unbeatable combination . . . the security and profits that go hand in hand with Cooper-Bessemer powered boats!



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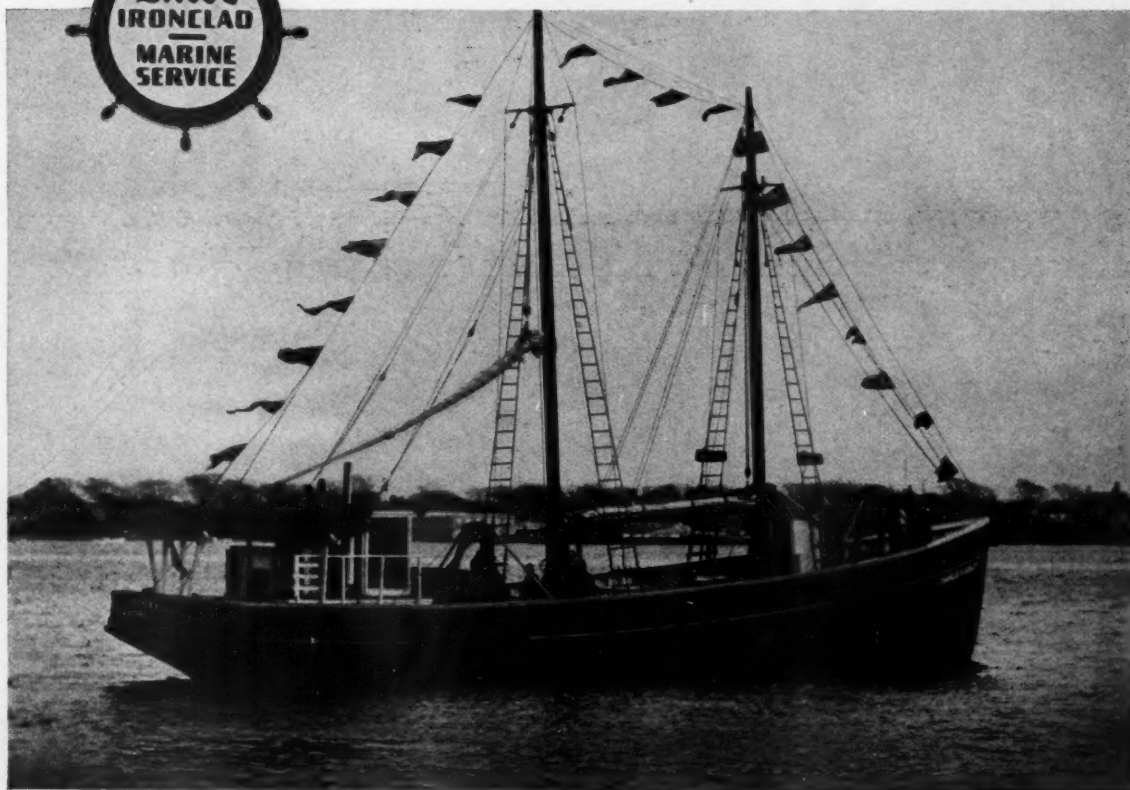
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640 East 61st Street
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The Pacific Marine Supply Co.
Seattle, Washington



85-foot fishing dragger, "Chas. S. Ashley," launched in 1936 by the Morse Boatbuilding Corporation of Thomaston, Maine, for Captain John G. Murley of Fairhaven, Mass. Equipped with an Exide-Ironclad Marine Battery by the Hathaway Machinery Company of Fairhaven, Mass.



Even a trip to Davy Jones' Locker couldn't ruin this ship...or her battery

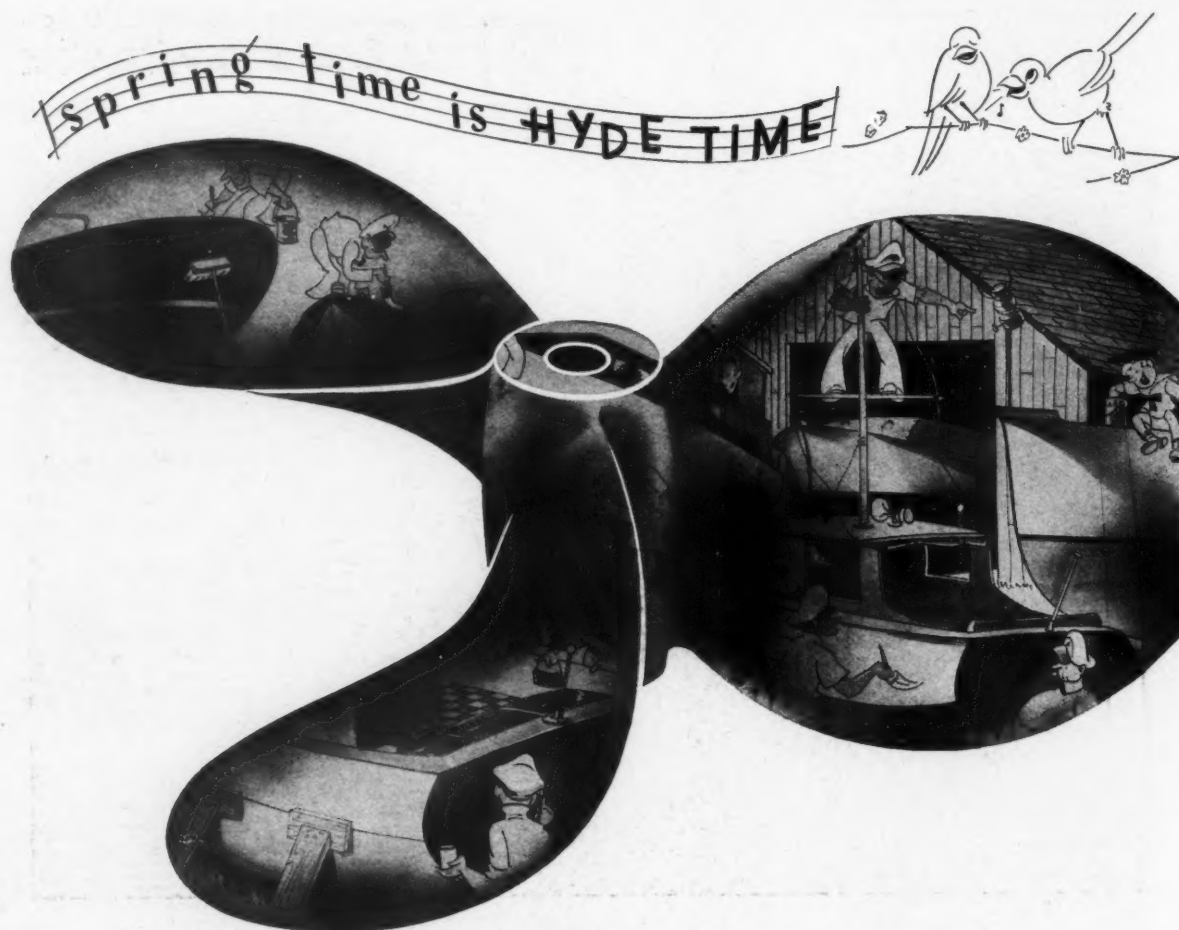
SEVERAL months ago, the 85-foot dragger, "Chas. S. Ashley," was in a collision and sunk. After some time under water, the ship was raised and reconditioned. Today she is the same staunch craft she was when she left the launching ways. The same is true of her Exide-Ironclad Marine Battery.

The battery was cleaned up and carefully inspected. New electrolyte was added, and the battery given discharge tests. It developed 100% rated capacity! It is performing its original functions today just as though it had never been submerged in salt water. It is safe to say that the owner, officers and crew have more confidence than ever in Exide.

There are 6 and 12 volt Exides for small boats, and 32 and 115 volt batteries, both Exide and Exide-Ironclad, for large craft—all of *genuine marine type and quality*. You'll save and play safe with an Exide. Why not write us today?



THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia
The World's Largest Manufacturers of Storage Batteries for Every Purpose
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Be sure to check your wheel before you go overboard. It is surprising how much even the slightest damage will cause a propeller to lose in efficiency. Don't go through the season with a damaged or an off-pitch wheel. Send it to Hyde for reconditioning. Put on a new Hyde and get the good out of those early Spring days. When the old wheel is returned to you in perfect condition, carry it as a spare. A perfect propeller means maximum speed with minimum fuel consumption . . . without vibration.

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Member of Marine Propeller Manufacturers Association

Dealers everywhere

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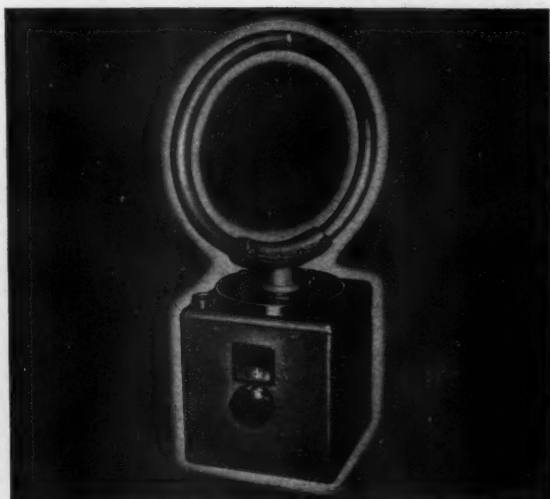
**HYDE
PROPELLERS**



Send for this free booklet
"Propeller Efficiency".
It will tell you why
Hyde Propellers often in-
crease the speed of a boat
and always get home safely.



ANNOUNCING



The DANE-G.C. RADIO MARINE COMPASS

The pioneer Dane Radio Direction Finder, perfected and improved by Francis W. Dane in the laboratories of the General Communication Company, Electronic Engineers, is now available to old friends and new as the Dane-G. C. Radio Marine Compass.

Behind this precision instrument of rugged construction there are many years of radio engineering experience in both design and manufacture of equipment for commercial use and for the U. S. Navy and Signal Corps.

This Dane Compass, or Direction Finder (formerly manufactured by E. S. Ritchie), was the pioneer with the Atlantic fishing fleet. It is the outstanding choice of the fleet today. The improved Dane-G. C. sets a new standard of excellence in its field.

New features include:

1. A special Compass Repeater, glass covered, dustproof, and indirectly illuminated.
2. A new Waterproof Tuning Dial, laboratory calibrated directly in kilocycles, indirectly lighted.
3. Cathode-Ray Visual Indicator, which enables a precise determination of null points, mounted alongside compass repeater.

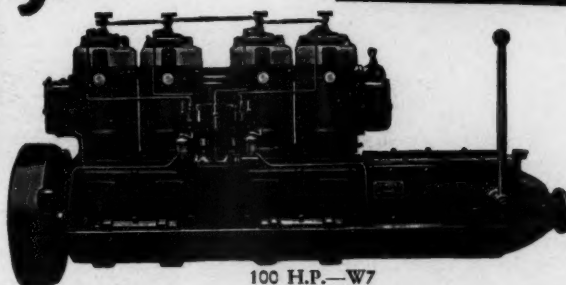
DANE-G.C. RADIO MARINE COMPASS

General Communication Company - 677 Beacon St., Boston, Mass.

BOLINDERS DIESEL ENGINES

*See
Bolinders
at New York
Showroom*

**COR. RECTOR &
WEST STREETS**



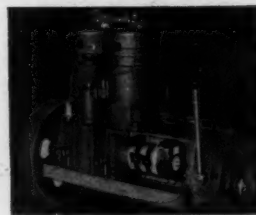
100 H.P.—W7

You should investigate the remarkable Diesel engines by Bolinders. There is a size and type

for every fishing purpose—big engines for big heavy boats; smaller engines for the forty-foot class and still smaller for small boats and for electric lights, pumps, compressors and similar service.

Bolinders Diesel Engines are known wherever fish are caught. There is over 1,000,000 hp. in active service throughout the world. Come in and inspect these in person or write for complete details.

Here is a Big engine that will fit in limited space. It's a real heavy duty Diesel that is rugged enough for heavy going, small enough to provide extra pay load space; economical enough to warrant its purchase by fishermen. It is only 86" long and only 23" wide. Weighs only 37 pounds per horsepower, complete with reverse gear and all essential operating parts. SKF Roller main bearings, anti-racing governor, force-feed lubrication, and bilge pump—a splendid engine at an attractive price.



50 H.P.—W7

This is our popular fisherman's engine that drives 42' to 48' heavy hulls 8-10 miles per hour at fuel cost of only 17c per hour. Ask us to send you complete details of this engine or its companion, the 100 hp. shown above.



Bolinders can furnish small engines and auxiliary outfits for lights, pumps, compressors, or similar services in almost any combination and with any type of drive desired. Write for specific information on your needs.

BOLINDERS COMPANY, INC.

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PLYMOUTH rope-making machines, ingenious though they may be, are but tools in the hands of men. Without everlasting supervision by watchful eyes and trained hands, machine-made rope would fall below the Plymouth standard of perfection.

In the picture you see the experience of trained men at work. These men are "feeding the hanks of fiber", a preliminary step in the preparation of uniform slivers of fiber for spinning. This apparently simple operation actually demands keen judg-

ment born of long experience if, later, the finished strand is to be of maximum uniformity. It is this judgment and experience all along the production line which maintain the high standard of *controlled* quality that distinguishes Plymouth Ship Brand Manila Rope.

Because Plymouth workmen know their jobs... because of their skill and experience... because they understand the needs of rope users... the fishing industry is supplied with rope on which it can depend for safety and long, economical service.

PLYMOUTH CORDAGE COMPANY

NORTH PLYMOUTH, MASSACHUSETTS, AND WELLAND, CANADA

Sales Branches: New York, Boston, Baltimore, Philadelphia, Chicago, Cleveland, New Orleans, San Francisco



PLYMOUTH

The Rope you can Trust



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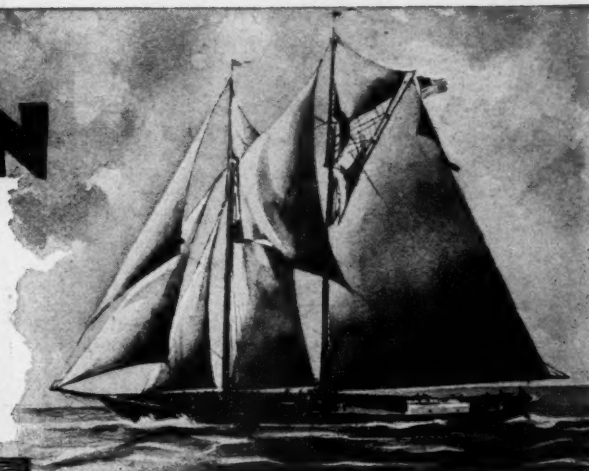
GARDNER LAMSON, *Field Editor*

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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



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Follow Up The Gains Made During Lent

THE Lenten season is practically over. It is a period that naturally promotes the seafood business.

More people buy seafood. They are reminded of its many varieties, and learn that they can obtain from the numerous species a sufficient number of kinds to vary their diet and satisfy their taste.

Lent is a golden opportunity for purveyors of seafood to acquaint the public with its unique health qualities, as well as the delicious flavor of seafood dishes when properly prepared.

This is the season when retail fish dealers exert every possible effort to create a favorable attitude toward their product. They carry a large variety of different species of seafood, supply their customers with tempting recipes, and suggest new ways of serving, always emphasizing the health elements which seafood possesses in such abundance.

Restaurants feature seafood on their menus to a greater extent during Lent, which brings to the attention of their patrons the many attractive ways in which seafood dishes can be prepared and served.

During Lent, when many people are buying and eating more seafood than at other times, they are susceptible to recommendations and suggestions which they will remember after the Lenten period.

Retail dealers and restaurant proprietors realize this, and take full advantage of the opportunity to create a lasting desire for seafood.

If sellers and servers of seafood continue their Lenten activity throughout the year, making seafood attractive to the public, and educating people as to its nutritive value, palatability and economy, they will be repaid with a growing demand for a profitable food item.

On the Part of the Producer

Wholesale producers can well increase their advertising to the consuming public, and also to retail stores and markets, hotels, restaurants, clubs, and institutions. More merchandising aids and suggestions can be utilized advantageously by those who sell or serve fish and shellfish.

This is the time to capitalize on the momentum gained for fish and seafood products during Lent, and not allow the ground gained to be lost through neglect to develop the interest which has just been created in fishery products, and to nurture the present susceptibility of the eating public to the many reminders and suggestions with which the industry is replete.

Merchandising

As an example of merchandising publicity, the Fulton Fish Market of Louisville, Kentucky, created a new product called

"Seacap Kream Dipt, Ready to Fry, Fish", in an attractive package.

In four months the sale of this product increased from a few dozen boxes a week to 2,000 boxes. Since every box contains approximately 2 lbs. of fish, the Fulton Fish Market is moving over 4,000 lbs. weekly on this one item alone, and this is volume that would not have been secured in the regular channels.

Publicity

The State of Maine employed merchandising technique when two barrels of live lobsters were delivered to Rudy Vallee on the Warner Brothers' lot in Hollywood—just 21 hours out of the water, which was reported in newspaper releases showing the picture of Pat O'Brien and Rudy smiling over a barrel of these lobsters, while each held one in his hand.

The release stated: "Shipped by air express from Rockland, Maine, the crustaceans 'tickled the palates' of a lot of famous stars. The lobsters arrived in good condition, and were the first to be shipped such a long distance in such a short time.

Canned Salmon Drive

A new nationwide merchandising drive on canned salmon backed by intensive localized advertising support in more than 70 leading markets of the country and by full color and black and white space in national magazines has been announced by the Canned Salmon Industry. The drive will start on May nineteenth and continue through the month.

In addition to consumer advertising, the drive will be implemented with a full line of store display material designed to increase retail sales of canned salmon and related items. The material, similar to that offered for the annual salmon Lenten drive, will consist of an overhead two-way wire hanger, a can topper price marker which shows a salmon salad in full color, and a related foods sale counter card in color, showing salmon with cheese, tea, and lettuce, and offering a space for pricing each item.

Now Is the Time

Promotional work now will meet with the least resistance, and the product will receive more ready acceptance than at any other time, right after consumers during Lent have experienced the delicacies of seafood, and given serious thought to it as a healthful and economical article of diet.

Now is the time to follow up the gains that have been made and translate them into a much greater per capita consumption of fishery products in this country. Even after the per capita consumption is doubled, it will be a conservative amount, and possible of still further increase.

New Oyster Dredgers for Bluepoints Co.

"General" and "Harvester" are smallest dredgers to load both forward and aft of dredge rollers

THE two oyster dredgers *General* and *Harvester*, launched on March 17th by Morse Boatbuilding Corp., at Thomaston, Maine, combine several unique features which will have a chance to prove themselves as soon as the boats are put into operation.

Designed by John G. Alden, of Boston, for Bluepoints Co., Inc., West Sayville, N. Y., a subsidiary of General Foods Corp., *General* and *Harvester* are sister ships in all respects, and are of the following dimensions: loa., 62 ft. 6 in.; lwl., 59 ft.; beam, 21 ft.; draft, light, 6 ft. 6 in. Power will consist of a 4-cylinder, Fairbanks-Morse direct reversible Diesel motor, fresh water cooled, developing 120 hp. at 450 rpm., and with pilot house control. The propeller is Hyde. The fuel oil is Essomarine.

The hulls have rugged white oak frames, planking, deadwood, etc., and 3 in. white pine decks. The design not only bespeaks seaworthiness, but makes the boats capable of ice breaking along the Connecticut and Long Island Shores. Hulls are copper sheathed.

Besides carrying oysters on deck, these boats may also carry a load below decks to protect the oysters from freezing.



The "General" sliding off the ways at Thomaston, Maine.



Left to right: Paul O. Mercer, general manager, Bluepoints Co.; Mrs. Mercer, sponsor of the "General"; Wilbur Morse, Morse Boatbuilding Corp.; George A. Colley, John G. Alden's office, Boston; Charles E. Wheeler, Bluepoints fleet captain, Milford, Conn.; Wm. Robbins, Udell C. Young and Ralph Starr Butler, all of General Foods Corp., New York.



Mrs. Joseph B. Glancy christens the "Harvester" as Mr. Glancy, chemist of the Bluepoints Co., and H. W. Brown, General Foods executive, look on.

Designed primarily as day boats, there are 4 berths forward, and a Shipmate range in after-end of cabin for warmth and light cooking.

A special feature will be a new type steel hoister post for the dredge chains. Diagonal tie plates at the deck will distribute the shock loads which, in wooden post construction, often cause breakage and high maintenance costs.

General and *Harvester* are the smallest dredgers designed to load both forward and aft of the dredge rollers. This enables double crews of shovelers to work without interference, either when loading or redistributing oysters, or unloading shell.

The forward shelter protects the deck load in rough water as well as sheltering the forward hatch. These boats will carry a full deck load of not less than 1500 bushels of oysters in perfect safety in weather which former craft of this size could not face without losing their cargo.

The launching party included the following, in addition to those whose pictures appear on this page: Arthur E. Merwin, Bluepoints Co., East Providence, R. I.; Capt. Chris Jensen, Bluepoints Co., Greenport, L. I.; Earl R. Kimball and George Humphreys, Fairbanks, Morse & Co.; John Brown, Hitchcock Gas Engine Co., Bridgeport, Conn.; Wm. F. Nee, Colonial Beacon Oil Co.; L. C. McEwen, Cooper-Bessemer Corp.; John G. Alden and Dwight S. Simpson; Capt. John Murley, New Bedford; R. E. Reed, Maine Development Commission; and Bruce Millar, General Foods Corp. Publicity Department.

The Bluepoints Co., Inc., which became a subsidiary of General Foods Corp. in 1929, operates oyster farms in Great South Bay, N. Y.; Long Island Sound off Greenport, N. Y.; South Norwalk and Milford, Conn.; and Narragansett Bay off East Providence, R. I.

The *General* will operate out of East Providence, R. I., under command of Capt. Carl Sebree, and the *Harvester* will operate from Northport, L. I., under command of Capt. Jake Nichols. The addition of these two new vessels increases the Company's fleet to twenty-five.

Diesel Power in British Fishing Craft

A. C. Hardy, B. Sc., Makes a Study of Small Motorship Progress in British Motor Trawlers

ANY study of the use of Diesel power in British fishing craft must be prefaced by an examination of the way in which this is used in small craft generally. For while the conditions of employment of Diesels in fishing vessels and especially in trawlers differs entirely from those existing for commercial small craft, signs are not wanting that the almost avalanche progress of the motor coaster may in time be paralleled by similar activities in the trawler field. It is proposed here, therefore, as a kind of preliminary to a first hand oversight of the British motor trawler to examine the present position of internal combustion in what corresponds, in familiar phraseology, to the small coastwise tug and workboat field. We shall deal with ships of upwards of 600 hp. engine output on single or twin screw and in general of under 300 ft. in length. This upper limit it may be noted very conveniently embraces, too, all but the largest of Grand Banks trawlers, operating from French ports. This, then, is the background. If we confine the picture almost entirely to a British canvas we shall throw into relief almost all the factors which have a bearing on the development of the motor trawler. In all European countries but Britain and Germany, where a special set of circumstances operate, the motor trawler, because of its tremendous bunker capacity, wide radius of action and low fuel consumption, is accepted as the only type for the future. Recent developments in marine electricity, too, have entirely solved the question of fish hoist drive. In general the motor trawlers built are not so elaborately equipped as on this side of the Atlantic as regards detail, but a good sturdy motor craft is being turned out.

Three factors stand out as dominating the motor coaster and small craft situation in Great Britain. These are: 1. *The slow initial development* progress of the little motorship, resulting paradoxically literally in an avalanche of orders in the last two years. 2. *The powerful hold*, of Dutch yards upon the building situation on grounds of low first cost and quick delivery compared with the British yards. 3. *The equally powerful hold* of Continental (mainly German and Swedish) standardized Diesels upon the powering of all small motorships and this in spite of the fact that many British engine builders have been making Diesels since Diesels were made . . . these three points may now be developed in detail.

Slow Development

Until the late 1920's and early 1930's the Diesel tug and workboat was a relative rarity in British waters and the Diesel motor coaster practically non-existent. Many early efforts were made in Thames barge handling tugs to fit internal combustion engines of upwards of 300 hp. and where fitted these little engines usually met with considerable success, the result being a gradual increase in popularity of the Thames motor tug until about ninety per cent of the craft built for this kind of work today are motorship. It is perhaps a natural characteristic of the sea-going community that choice of engine is much influenced by hearsay. If one owner has fitted a type which has proved to be free from trouble then all the others follow like sheep in choosing the same type. The luck which has caused any one engine to be labeled initially successful is due in no small measure to the type of personnel which happened to be handling it. In fact, one of the earliest lessons which the designer of the small internal combustion engine on the British side of the Atlantic has had to learn was that the machine must be fool-proof, that any hick engineer with no idea of the real meaning of internal combustion could change from full ahead to full astern, let it run without sufficient lubricating

oil, let it burn the most inappropriate of fuel and then be able to say to his boss—"it's a good engine." It took many years and many hard lessons to teach British builders this fundamental. One can record, however, that certain British motor coasters completed as early as 1913 are still operating. Take for example the little *Innishannon* of only 268 gross tons and dimensions 115.7 ft. x 21.6 ft. x 9.6 ft. She has a speed of 9 knots and is propelled by a Beardmore 2-cycle single-acting Diesel with four cylinders. She has been running successfully since 1913. Nevertheless the British motor coaster did not amount to anything up until about 1934.

During those years when the British engine builder had been doing his hardest to persuade owners to take his wares, builders on the Continent, where there is never any national prejudice against internal combustion, had been forging steadily ahead. The result was that they had early come to the conclusion that the marine Diesel engine of the future of upwards of 500 hp. would not only have to be fool-proof and simple but should if possible be direct reversing and, more important still, should be saleable at an extremely attractive price. The coaster-workboat type of craft to whatever nation it belongs is essentially a cheap ship and owners cannot be persuaded to pay fancy prices for theoretical advantages of special machinery. Consequently firms in Germany and Sweden began to standardize with the result that engines up to 500 and 600 hp. ran in types and could be taken directly off the shelf in much the same way as was done with the many good engines in the United States. Continental engine builders were helped in this respect to a certain extent by their environment. German builders in Cologne for example were within a few hundred yards of one of the world's mightiest waterways where hundreds of craft of all kinds were daily plying upwards from Rotterdam to Basle and downwards from Basle to the Coast. These were just the ideal type of ships for internal combustion engines. They were rivalled in this respect by their opposite numbers in the Dutch Canals, where it was early realized that internal combustion propulsion made for quick economical delivery of goods at a low price in fuel consumption. In Sweden too there are many canals and there is much coastwise traffic and a similar state of affairs prevailed. Whilst therefore the unfortunate British engine builder was fighting a hard fight battering against the locked doors of British ship-owners' offices, the Continental builders were, fortunately, with a sympathetic public, able to go ahead with their developments so that when eventually the Britisher characteristically woke up to the fact that there was such a thing as economical propulsion provided by internal combustion engines, the Continental builder was ready with just the type of prime mover he needed with years of experience behind it and above all at just the price he was prepared or able to pay for it.

Dutch Yards

This brings us to point 2 — the powerful hold of Dutch Yards on the building situation. The Dutch Canal craft possesses many characteristics which with a clever skipper who is in business on his boat as an individual, who takes his family with him and makes his family work the ship, could make voyages across the North Sea with cargoes of bricks, straw-board and other similar commodities. Early on in pre-war days this was done often completely under sail. Later on sail was given an auxiliary in the shape of a single-cylinder hot-bulb engine driving an inefficient propeller through a reduction reverse gear. As time went on sail meant less and less and power more and more. The exposed steering position on the family quarters aft gradually gave place to a species of navigating bridge. Hard lessons in rough seas taught these owner-skippers the value of building up a forecastle. The close investigation

A. C. Hardy, at one time Editor of *Motorship*, New York, is the author of a study of domestic shipping entitled "American Ship Types."

which the Dutchman always makes on such matters suggested to shrewd builders the opportunity of extending these little canal and North Sea sailing ships into something approaching a full powered coaster. Sail has gradually disappeared until it is now non-existent but the Yards now building so many coasters for British owners have had years of tradition behind them in constructing the skipper-owner craft which can operate alike on rivers, canals and the open North Sea and Baltic. Such yards are also individual in the sense that the owner is no financier sitting in a luxurious office but a master craftsman working with his men in the small shipyard which may employ anything up to eighty men. The building of such ships however never has been regarded in the same light as the construction of a miniature ocean-going vessel. Neither have the regulations been such as to insist upon those factors which make the construction of a sea or ocean-going ship a relatively expensive proposition.

Continental Diesels

The British opposite number to the Dutchman on the other hand is hemmed in by his Classification Society regulations, Board of Trade Rules as well as by the national feeling that everything built in Great Britain must last till the end of the world. This is a generalization and like all generalizations many exceptions can be found to the rule for there are ships like the little one mentioned above built in British Yards which have been engaged in coastal traffic for many years. It will be seen, however, that when the British owner began to demand motor coasters the Dutchman was there with a standard unit at a reasonable price and capable of being delivered in a minimum of time. To take one such ship for example delivered to Newcastle on Tyne owners in 1933 by a standard Dutch Yard. She has a deadweight of 310 tons, dimensions 114 ft. 8 in. x 21 ft. 6 in. x 9 ft. 2 1/4 in. x 8 ft. 10 in. draft with a deadweight as mentioned above. Her hold capacity is 13,700 cu. ft.; she has two hatches delivering to this hold 23 ft. 10 in. x 12 ft. 3 in. and 38 ft. x 14 ft. wide. She has a speed of 8 knots in service and propulsion is by means of a German 4-cycle single-acting engine having three cylinders and developing 150 hp. at 300 rpm. direct coupled to the screw. Ten tons of bunkers assures her a long distance of travel without refueling.

We have really answered the questions raised in point 3 by what has been said in connection with point 2 and we have brought the situation virtually to where it was when British coaster owners began to demand coasters in large quantities. It was not until about 1934 that those companies engaged in the coastwise trade who never went "foreign" and whose services were purely of a liner nature began also to cast around for the Diesel as a means of propulsion. Because their ships were of liner type and built to exceedingly high class specification and because perhaps too there was a certain psychological advantage from the point of view of the customer in having the ship built in Great Britain they first went to Scottish yards for their vessels. Even here it is to be noted, however, that they were obliged to take two perfectly standard Swedish engines for propulsion. One such ship was completed in 1934 and is of 1,385 tons dw with dimensions 231 ft. 6 in. x 35 ft. 2 in. x 14 ft., the draft being 13 ft. 11 in. She is a shelter decker with one tier of tween decks and one large hold served by three hatches 25 ft. 6 in. x 16 ft. wide, 31 ft. 6 in. x 14 ft. wide and 23 ft. 6 in. x 14 ft. wide, the grain capacity of the hold being 93,150 cu. ft. and the bale capacity 88,750 cu. ft. Propulsion is on twin screws by means of two 2-cycle engines each having five cylinders and delivering a total of 1250 bhp. at 220 rpm. The ship is a pure liner type with accommodation incidentally for 12 passengers in very comfortable quarters and a speed in service of 12 knots and some 76 tons of bunkers are carried. An interesting technical point is worth noting here and that is that this vessel which, had she been a steamer, would certainly have been a single screw vessel, has twin screws. Two reasons can be advanced for this. In the first place, as mentioned above, the engines are of perfectly standardized Swedish type and in the second place since the ship was the owner's first motor vessel they may have felt a little dubious as to the reliability of the

Diesel in general and in any case thought that should one engine for any reason break down the other would still be able to get the ship to port. This same company in its latest vessel in power closely approximating 1250 is using a single engine and a single screw. The ship mentioned above was one of the first big liner coasters and after this the internal combustion engine gradually began to spread into what may be termed the short sea trader field. Thus we find in 1936 a 2,100 tonner completed with dimensions 240 ft. x 37 ft. x 16.5 ft. with a load draft of 15 ft. 6 in. She is a single screw ship with a speed of about 10 knots, propulsion being by means of a 2-cycle single-acting airless injection Swedish engine rated for 870 bhp. at 250 revolutions and direct coupled to the screw.

Small Coasters

Ships of this type come really on the outer edge of the group we are properly discussing in this article for in these sizes and powers ocean-going motorship practice can be drawn upon. Whilst this development was taking place in sizes and powers between the years 1933 and 1937, small coasters from Dutch yards continued to be built in increasing quantities and many owners also developed special types of their own in small sizes in British Yards. These craft could be used either on tramp or liner runs and have been termed up-river ships for they were able to penetrate say the small rivers of East Anglia and elsewhere in Great Britain to ports which since the disappearance of the sailing ship and the arrival of the motor tramp have largely lain fallow. Obviously it is much better, if you are going to deliver coal say many miles inland, to take it there all the way by water rather than to unload it at a port at an entrance to a river and trans-ship it into trucks or rail cars for further delivery. Consequently we find one particular British coaster owner who has been in the motor coaster owning business since before the War constructing as one of his many fine post-War ships in 1936, a 375 tonner with dimensions 115 ft. x 25 ft. 5 in. x 9 ft. 9 in. with a draft of 9 ft. 8 in. This vessel's single hold had a capacity of 18,916 cu. ft. and was served by two hatches each 15 ft. 6 in. in width, 23 ft. and 19 ft. in length respectively. Propulsion in this case was by means of an all British 2-cycle single-acting airless injection Diesel with three cylinders and rated for 300 bhp. at 300 rpm. This gave the ship in service loaded a speed of about 9 1/2 knots and 25 tons of bunkers were carried.

This is an example of sturdy independence and early belief in the Diesel engine which had it been possessed by other similar owners years ago might well have benefited the British shipbuilding and marine engineering industries considerably. It is not only in general cargo carrying that the Diesel engine has developed a new type of ship. The coastwise carriage of coal in bulk has evolved a special type coaster with a large clear pillarless hold, one long hatch, no mast, no cargo handling arrangements. Specially low superstructures enable this type to speed up rivers and to navigate under bridges. The coastwise carriage of oil and gasoline has likewise made its demands upon the internal combustion engine plant and here again the small coastwise tankers similar to many which have been built in American yards during the last ten years have been constructed in large quantities.

Some of the latest applications of the Diesel engine are those to a fleet of special type craft maintained by the Corporation of Trinity House which in part corresponds to the United States Bureau of Lighthouses in the sense that it is charged with the maintenance of lights and buoys round the coast, also control of certain pilot cutters. Diesel engine examples of all these exist today and the outlook is bright. Furthermore, signs are not wanting that the all-British small Diesel engine is at last coming into its own. At least two types, one of 4-cycle and the other 2-cycle are competitive as regards direct propulsion in reversing types whilst others are making steady headway in high speeds of rotation mainly in association with electric propulsion. Of all types of small craft most disappointing from a Diesel point of view is the trawler. Even here considerable progress has been made in the last three or four years and it is proposed in a further article to review this situation, pointing out some of the difficulties which have been overcome and the forward movement which has been made.

Mackerel Season Prediction Difficult

May Be Exceptionally Successful, but Bureau of Fisheries is Now Without Research Vessel

ANOTHER unusual season for the Atlantic mackerel fishery is in prospect this year, according to U. S. Commissioner of Fisheries Frank T. Bell. Early season catches of mackerel are coming in this year fully a month in advance of the traditional opening date for mackerel fishing.

Last year the catch was poor. Fish were widely scattered and remained in coastal waters well past January 1, instead of leaving for their unknown Wintering grounds in December.

Whether the early appearance of Spring mackerel this year means a good season or a continuation of last year's scarcity the Bureau of Fisheries is unable to say. Although predictions of probable abundance have been issued regularly since 1931, no official forecast will be forthcoming this year, Commissioner Bell stated. Owing to the lack of a research vessel for surveying conditions on the offshore spawning grounds, the Bureau has no means of securing the data on which this year's prediction would depend.

Since 1928, the Bureau of Fisheries has been studying the mackerel fishery, discovering the causes of the violent fluctuations in the catch which have disturbed the industry since the days of the first Gloucester schooner. In 1884, for example, the catch was 120,000,000 pounds, the largest in history. Two years later it had fallen off to 20,000,000 pounds; by 1910 it was only 4,000,000 pounds. During the past few years the catch has run anywhere from about 20 to 60 million pounds.

To account for such erratic ups and downs, fishermen have proposed various explanations, such as that the fish had gone to Europe or had sunk to the bottom. None of these far-fetched theories is correct, the Bureau of Fisheries declares. In most cases when the mackerel catch is low, there are actually few fish in the sea. Some years few young mackerel result from the spawning season, even though the production of eggs may be large. Storms, cold, and natural enemies destroy most of the young. Fishing will then be poor a year or two later, when the fish of the poor spawning season would have entered the commercial fishery for the first time. In other years conditions are better and many young survive. If exceptionally abundant, mackerel produced in one year may boost production in the fishery for several years to come.

Bureau of Fisheries scientists who have unearthed these facts say that mackerel abundance may be predicted in advance of the season if three conditions are known; birth rate, death rate, and migrations which are affected by oceanographic con-

ditions—such as water temperatures, currents, production of mackerel food in the surface waters. Factors one and two the Bureau discovers by "sampling" the catch at the principal ports of handling. Factor three requires a vessel especially equipped for studying water conditions and capturing eggs and young in the offshore spawning area. For the first time in 50-odd years of its existence, the Bureau is without such a vessel. The *Albatross II*, used in mackerel work, was decommissioned in 1933 because of lack of operating funds.

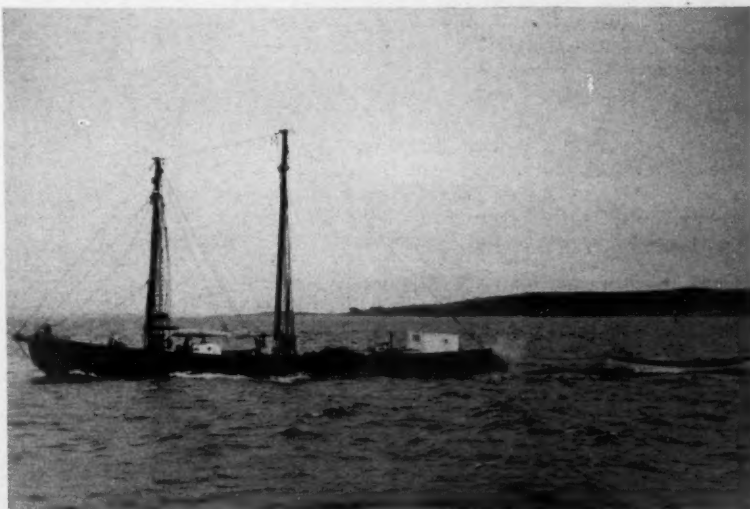
Fortunately, oceanographic conditions have remained remarkably stable during the period of the Bureau's mackerel study, so that this factor could be largely disregarded in making the forecasts of abundance, Commissioner Bell explained. The unusually warm weather which has prevailed since early in 1937, and which is believed to have had a bearing on last year's poor catches, has made it impossible to continue the predictions without a vessel to survey offshore conditions.

Fishery experts explain the probable relation between warm weather and a scarcity of mackerel by citing the well-known fact that when water temperatures are high the production of food organisms in the sea is below normal. Last Summer workers from the Oceanographic Institution at Woods Hole, Mass., reported that the small shrimp-like "red feed" of the mackerel was not to be found in the usual places off Cape Cod. For this reason, Bureau of Fisheries biologists believe that mackerel may have been reasonably abundant last year, but merely spent the Summer on unknown feeding grounds, and were thus unavailable to fishermen.

In support of this theory, it is pointed out that some of the largest schools seen last Summer were in unusual places—swimming over rocky shallows close inshore where the nets could not be set, or far offshore on the Northern edge of Georges Banks where catches were made by trawlers, an event without precedent in the Summer.

While withholding an official prediction, Bureau experts are inclined to believe that if weather conditions return to normal this Spring an exceptionally successful season may result. Since the actual catch last year was so small, a large reserve of mackerel should be left over for this year, it is pointed out. If ocean conditions are about the same as are ordinarily experienced, the mackerel fleet will exploit not only the balance left over from last year's low catch, but also the added recruitment from the group of young fish just reaching commercial size.

The "Mary F. Curtis", Capt. David Keating, leaving Gloucester for mackerel seining off Cape May, N. J. Powered with two 60 hp. C-O Fairbanks-Morse engines, and equipped with Willard batteries, Westinghouse generator, Plymouth rope, National Net & Twine, and Linen Thread seines, Shipmate range. Painted with Henderson & Johnson copper paint.



Great Lakes

Fishermen Take Delivery of Many New Fishing Vessels

LAWRENCE Voight of Ellison Bay, Wis., recently took delivery of a new 45 ft. fishing boat from the Sturgeon Bay Boat Works of Sturgeon Bay, Wis. The new craft is powered with a 50 hp. Kahlenberg oil engine. A 42 ft. tug was also delivered by the same shipyard to Victor Halberg and Sons of St. Ignace, Mich. The Halberg tug was also powered with a Kahlenberg.

Joe Jacobi of Chicago, Ill., is the owner of a new 42 x 13 ft. V-type welded-steel fish boat constructed by the Burger Boat Co., of Manitowoc, Wis. She is powered with a 45 hp. 3-cylinder Kahlenberg engine.

The Sturgeon Bay Boat Works of Sturgeon Bay, have recently completed a 38 ft. fish boat for Weborg & Hansen, of Gillis Rock. They now have under construction a 40 ft. boat for Orin Angwall of Marinette.

Frank De Vet & Sons of Fayette, Mich., are now operating a new all-welded steel tug which was built at Sturgeon Bay. It is 45 ft. long with a 13 ft. beam and is powered by a 75 hp. Kahlenberg engine.

Producing New Type Cedar Float

The Miller Boat Co. of Charlevoix, Mich., announces that it is now in production on a new type of treated cedar net float. The floats themselves are of an improved design with the holes countersunk.

A special new process drives the finishing material right into the grain of the wood, completely sealing it against admission of water. The nature of the finishing material is such that it will withstand boiling temperatures for long periods, thus making it unnecessary for fishermen to remove the floats from nets that are to be boiled.

Pentwater Harbor to be Improved

The sum of \$55,000 has been set aside for further work on the Pentwater, Mich., harbor, according to reports of the U. S. Engineering Department. With the work planned for the coming Summer, completed, the harbor will again accommodate craft up to 80 and 100 ft. in length.

Buys Fishing Boat

Ray Peel of Saugatuck, Michigan, recently purchased the gasoline powered fishing boat *Eliza L.* from George J. Jedlicka of South Haven, who has gone out of the fishing business. The boat will be operated out of Saugatuck and will replace a smaller craft used by Mr. Peel for the past three years.

"Leona" Sold

The 35 ft. fishing boat *Leona* that for the past five years has been operated out of Northport, Mich., by Hans Anderson & Son, was recently purchased by Joseph Divish of Traverse City. The boat will continue to operate on Grand Traverse Bay.

New Rule on Fyke Net Licenses

Commercial fishermen using fyke nets are required to take out licenses at 50 cents a pot, George Lince, Suamico, President of the Green Bay Fishermen's Protective Association declared that he had been advised by the State Conservation Commission.

Formerly commercial fishermen had been required to pay one license fee for a net containing two pots, but under a change in regulations this is no longer sufficient.

Want Permits to Fish Carp

Approximately 50 commercial fishermen from the Southern end of Green Bay have indicated they will ask the Conservation Commission for permits to fish carp during the closed season from April 15 to May 20. This action was determined upon following a meeting March 3 at the Midwest Fish Co., in Green Bay.



On the "Vera Quinn", new inspection boat of Alabama Oyster Commission, built by the Dixie Boat Co., of Mobile, powered with a 100 hp. Superior Diesel with a 2:1 reduction gear, turning a 28 x 28 wheel, and making a speed of 13 mph. She is 42' x 12' 2" x 3' 6". At the right is Jack M. Hargrove, owner and manager of the Dixie Boat Co. Next to him is Ted Mallini, foreman. The other men are members of the Alabama Oyster Commission.

Gulf

Making Plans For Fish Laboratory

RECENT discoveries of new fishery resources in the Gulf of Mexico caused Commissioner Frank T. Bell on March 21 to order Bureau of Fisheries activities intensified in the area.

One of the first steps would be reconditioning of the old quarantine building on Bell Island at Pensacola, Fla., for use as a laboratory.

Bell said all marine fisheries in the Gulf would be classified and charted. The program would require several years.

Work already is proceeding on oyster and shrimp surveys. A large shrimp fishery has been located 40 miles off Morgan City, La., and the Florida fishing boats are already on the scene.

New Seafood Company at Morgan City

Messrs. Donald Covacevich and Carroll Williams of Biloxi, Miss., are now engaged at Morgan City, La., in the shrimping industry, under the firm name of T. & W. Seafoods, Inc.

A fleet of approximately 15 shrimp trawlers will be operated by this new concern. The catch will be delivered to the Western Seafoods Co. plant at Klingsville where the T. & W. Seafoods, Inc. firm has engaged space for handling their shrimp.

The addition of this fleet from Biloxi brings the number of trawlers now operating out of Morgan City to a total of about 130.

Opens Shrimp Plant at Patterson

Felice Golino of St. Augustine, President of the St. John's Shrimp Co., has opened a shrimp plant on Bayou Teche at Patterson, La. Mr. Golino states that he will ship green shrimp in carload lots by truck and rail. The company owns and operates a fine fleet of boats, the *Benito Mussolini*, *G. Marconi*, *Balboa*, *Dante Allegra*, *Meroni*, *G. Perto Badaglio*, *Deni Grandi*, *Majestic*, *Depento* and *Pearl of the Sea*.

Snapper Boat Runs Aground

The C. C. Company's snapper boat *Espirito*, en route home with a cargo of 4000 pounds of snappers and groupers, grounded off Petit Bois Island in a storm last month.

The *Robinson Crusoe*, another C. C. Co. boat, went out to aid the distressed boat and was expected to be able to pull her off.

Maryland Would Place Crabs Under Federal Gov't. Control

By Edward Bowdoin

GOVERNOR Nice of Maryland called on Governor James H. Price of Virginia recently for co-operation in policies to conserve the crab supply in the Chesapeake Bay.

Maryland's Governor reviewed the history of the recent bi-State crab compact, under which Maryland prohibited the taking of crabs in November and the Virginia Commissioner of Fisheries Richard Armstrong agreed to prohibit the catching of sponge crabs.

Maryland's belief is that if the sponge crab is protected, there will be plenty of crabs all over the bay for everyone. A number of Maryland seafood packers requested United States Senator Millard E. Tydings to introduce a bill in the Senate to place sponge crabs under the protection of the government.

Such a law would include every section of the United States where blue crabs are caught, as well as the Chesapeake Bay.

Seeks Technological Survey of Seafoods

Senator Tydings has also appeared before the Committee on Appropriations and succeeded in having an amendment accepted authorizing the expenditure of \$10,000 by the U. S. Bureau of Fisheries for the purpose of employing a bacteriologist and a chemist for the Chesapeake Bay region.

The chemist and bacteriologist will make technological investigations to work out better methods of producing seafoods.

Shad and Herring Bringing High Prices

The shad and herring season is on, and large shipments have been made from here and from points on the Western Shore of Maryland. Shad brought as high as 35c a pound at the opening of the season. Herring as high as 5c a piece. Croakers sold for \$2.50 a box.

Twenty Pounds Operated Off Ocean City

Commercial fishing in Ocean City has begun and three companies are using the 20 pounds which are now located off shore.

Mayor W. T. Elliott, of the Elliott Bros. Co., has six pounds off shore and his fishing harbor is ready for fishing activities.

C. P. Cropper Fish Co. have eight pounds and have constructed docks and packing houses along the harbor.

Davis & Lynch Fish Co. have six pounds and have docks and houses along the north side of Ocean City harbor.

Oyster Seed Planting to Begin

The State of Maryland will soon begin to plant seed oysters and shells in the depleted rocks. J. Herman Sterling, of Crisfield, purchasing agent for the State Conservation, has been contracting with the packers in all points in Maryland. The State will plant 1,000,000 bushels of shells this year.

Atlas Sales by Fleck

Fleck Engineering Company of Baltimore, distributors for Atlas Imperial Diesel Engine Company, report the sale to Capt. J. J. Lawson of Hampton, Va., of an Atlas engine, 6 cylinders, 9" bore x 12" stroke, direct reversible, equipped with an Atlas sailing clutch for the rebuilt 110 ft. subchaser *Reliance*, a sister ship to the *Resolute*, also owned by Capt. Lawson, and equipped with the same type engine.

The Fleck Company has recently sold two 200 hp. Atlas Imperial Diesel engines, 10" bore x 13" stroke, 325 rpm., twin screw, for the motor freighter *Eastern Shore*.

Chesapeake Motor Boat Show

THE second annual Chesapeake Motor Boat Show, promoted by Harvey E. Gates of Crisfield, Maryland, and held from March 21 to April 3, showed much progress over the first event. This year the show was held in a leased building in the central part of the town, giving more space for exhibits and inspection. Attractively decorated

Virginia Governor Appoints G. W. Mapp Commissioner

By Sandusky Curtis

G. WALTER MAPP, prominent attorney of Accomac County and twice candidate for governor, is the new chairman of the Virginia Commission of Fisheries, having been selected for that office by Governor James H. Price. He succeeds Richard H. Armstrong of Hampton, having taken the office on March 21.

Mr. Mapp's county is the leading fisheries and oyster center of the Eastern Shore of Virginia. Many of the largest catches of channel bass in the local seafood districts are made on the Eastern Shore.

The only old member of the board reappointed by Governor Price is former State Senator George W. Layman of New-castle. The three new members in addition to Mapp are Junius E. West of Suffolk, former lieutenant-governor; Charles E. Stuart of Westmoreland and Gilbert L. Diggs of Mathews, both former members of the House of Delegates.

"Resin" Turns Out to be TNT

Crabbers in Chesapeake Bay are just recovering from a terrific fright.

Early in the week of March 13th the crabbers began to secure quite a quantity of black substance as they dredged in the vicinity of Rat Island.

Feeling they had recovered quite a bit of resin, the lumps, ranging in weight from 10 to 30 pounds, the crabbers stored them about their boats.

Finally, one of the crabbers had doubts and put in at Yorktown for a government analysis. Then came the shock, the substance taken from the deep was nothing else but . . . T.N.T.

Fishing Activities

Croakers are constituting the main catch off the Virginia Capes. A few shad are being caught in the nets in the Chesapeake Bay area.

Trawling is slowly declining as Spring advances. By the middle of April the chief source of the local supply will be the pounds of the bay and the catches at Ocean View, Wilmoughby, Lynnhaven and points on the Eastern Shore.

windows lured all those interested in motor boating within the building.

In one window were the model boats that have plied the waters of the Chesapeake Bay from small river boats to the huge schooner type, most of which were made many years ago. In the other window were carved game and animal figures, showing wild life on the Eastern shore of Maryland. One particularly attractive display was the "Fox Chase" complete in miniature in every detail.

Upon entering the building one encountered ten exhibitors and a canteen controlled by the manager of the show. The first exhibit was the National Supply Co., of Philadelphia, Pa., showing their 100 hp. MRA-6S Superior Diesel engine, together with photographs of installations and displaying moving parts, and illustrated literature. Other exhibits included C. S. Gurney & Sons, showing four models of fishing boats in sail, rowing, and outboard styles; Chesapeake Welding Co., of Crisfield, showing their line of seafood handling tools, which comprised oyster tongs, crab bows, planting tools, clam rakes, and knives used in cleaning all seafoods in general; United States Motors Corp., of Oshkosh, Wis., showing Falcon Series of Marine Motor in five types; Lehman Marine Engineering Co., of Newark, N. J., exhibiting their four cylinder conversion job; Regal Manufacturing Co., of Coldwater, Mich., showing their single cylinder line of crabbing and fishing motors of the heavy duty type; Universal Motor Co., of Oshkosh, Wis., displaying the single cylinder Fisherman.

Nat Gates, Jr. & Son, local marine engine dealers, sponsored the five engine exhibits and Gurney boats.

Maine Representative Urges Purchase of Surplus Fish

RALPH O. Brewster, Representative from Maine, on March 29 told the Merchant Marine and Fisheries Committee that he was in support of the Caldwell Bill authorizing an appropriation of \$2,000,000 for the purpose of enabling the Federal Surplus Commodities Corporation to purchase and divert surplus fish and fish products from normal channels of trade and commerce.

Brewster said that the purchase of surplus fish a year ago had been a great help to the fishermen along the Maine coast and that he had received telegrams from prominent people in the fishing industry in Maine declaring that the purchase of surplus, frozen and canned fish would enable sardine and other plants to open earlier this Spring and enable fishermen to get a better market for raw fish and secure more employment.

Establish Periwinkle Canning Factory

Whelk, or just ordinary periwinkles, that abound in great quantities along the coast, are now seen as a new American seafood and a project is underway to can them for sale in a nationwide market.

Emery F. Farnsworth of Jonesport and William R. Sawyer of the Millbridge Packing Co. reported last month that they would open a whelk canning plant in Jonesport around April 1 and eventually expected to employ a large number of people.

For many years "winkles" have been considered a delicacy on the Continent and have also been widely used as fish bait. Their principal use in this country has been for bait.

Laboratory tests revealed a 15.91% protein content or considerable more than either clams or oysters. On the other hand the fat content of 0.48% is only half as much as the two better known bivalves.

"Subojay" Begins Busy Career

The 39 ft. lobster smack *Subojay*, built this Winter at Friendship by F. D. Winchenbaugh for the N. F. Trefethen Co., of Portland, made her first visit to Portland last month from her base at Friendship in command of Capt. Ernest J. Burns, bringing 2,000 pounds of live lobsters for the local firm.

The *Subojay*, designed by Capt. James MacVane of Cliff Island, is 39 x 11 ft. 3 in. and is powered with a 90 hp. Universal motor, which gives her a cruising speed of nine knots.

The *Subojay* will carry lobsters to Portland once a week until mid-April. From that time on she will be busy carrying the crustaceans from Matinicus and other lobster centers to the Trefethen pound at Friendship. Irving Simmons is engineer.

Former Morse Yard Reopened

The former boat yard of J. D. Morse of Damariscotta, idle since his death, has recently been opened for business by Harry

G. Marr, who was designer and superintendent of construction under Mr. Morse for many years. Mr. Marr will build fishing and pleasure boats and at present is building a 36 ft. Friendship sloop on speculation.

School of Tuna Sighted

A big school of tuna fish, which usually make their first appearance in the Gulf of Maine in June, were reported the middle of March by Donald and Evans Doughty, Portland small-boat fishermen, who sighted the 150-pound fish as they were returning to Portland. Several of the fish leaped from the water only 100 yards from the small boat, the fishermen reported, the earliest that tuna have ever been seen in this vicinity.

Former Show Boat to Become Lobster Storage

The five-masted schooner *Cora F. Cressy*, better known as the *Showboat*, was due to start on her last voyage last month in tow of a tugboat which was to take her past Bath, where she was built 36 years ago, to the small fishing town of Medomak, where she will be used as a lobster storage boat. She is to end her days lying at the wharf of Bernard T. Zahn, Inc.

In her early days she could carry a cargo of 4,000 tons of coal and even during a storm, water never swept her bow. Then came her cargo of dancing men and women in 1929 and now—lobsters. She was at one time known from Maine to Florida as the schooner with the highest bow on the coast, and because of this was able to weather a severe storm off Pollock Rip Shoals which sent two other schooners to the bottom.

Superior Installation

Hyland Bros. machine shop of Rockland recently installed a 60 hp. Superior Diesel in the *Althea J* for Donald Joyce of Swans Island.

Sail Loft Opened

Campbell-Built Products recently opened a sail loft on the wharf formerly occupied by Boyd's Fish Market. The new sail loft is under the management of Charles Beek, and Sanford Hyler of Thomaston will make the sails. This is a much needed service for Boothbay Harbor marine interests.

New Bedford Items

By R. F. Doucette

ATLANTIC Quick Freeze Company, Inc., is completing a plant at New Bedford, Mass., to quick freeze fish fillets and seafoods. This Z process plant is to be ready for operation by the first of May.

A full line of fillets and seafood, including perch, haddock, halibut, sole, cod, mackerel, swordfish, oysters and scallops will be available in one and five lb. packages, both for the institutional and retail trade.

Freezing capacity of this plant will be 2,000 lbs. of fillets per hour.

"Isabel Q" on the Ways

The schooner *Isabel Q*, owned and skippered by Capt. Louis A. Doucette of New Bedford arrived back from the South last month well shaken up by a severe storm off the Jersey coast. She went on Peirce & Kilburn's railways for repairs and new rigging.

Buys Transportation Boat

The Cuttyhunk transportation boat, which was formerly owned by Capt. Frank W. Wilcox, was recently sold to Capt. Joseph Dutra owner of two powered fishing schooners, the *Phyllis J.* and the *Old Lady*.

"Joan and Ursula" to Go Scalloping

Capt. Isaac Norton of Edgartown, owner and skipper of the new fishing schooner *Joan and Ursula*, which has been engaged in yellowtail off Nantucket, is soon to go scalloping.

"Leretha" Having New Engine

The fishing schooner *Leretha*, Capt. Dick Sparrow, now out of New Bedford, and formerly fishing out of Gloucester, is having a new 230 hp. Cooper-Bessemer engine installed.

New Boat Now Scalloping

Capt. Dan Mullins' new double-end boat, which was named the *Miseum*, is now engaged in scalloping under command of Capt. Peter Foley.



Capt. Rudy Steinhauser's "Black Jack", of Beach Haven, N. J., and Palm Beach, Fla., powered by Palmer.

Gloucester

Master Mariners Re-elect President Prior

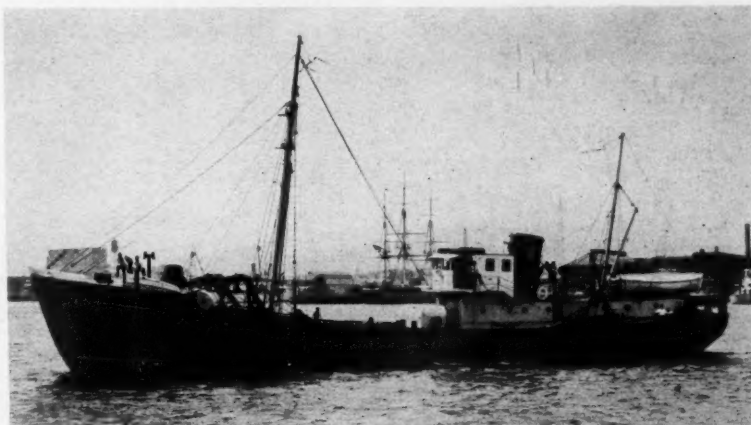
THE Gloucester Master Mariners Association at their annual meeting last month re-elected Capt. Elroy Prior President for his second term. They are planning a celebration on the event of the Association's 50th anniversary this fall.

Other officers re-elected include: Vice-President, Capt. John F. Barrett; Treasurer, Alexander J. Chisholm; Secretary, Arthur L. Millett. The Board of Directors includes Captains Lemuel R. Firth, Norman A. Ross, Reuben Cameron, James H. Mason, John Nelson, Donald A. MacCuish and Harry R. Clattenburg.

"Mary W." Opens Mackerel Season

The first seiner to make for the South this season was the schooner *Mary W.*, Capt. Joe Palazzola, who was at Boston on the morning of March 19 and was expected to leave that night to officially open the 1938 season.

40-Fathom trawler "Tide" of Boston, with the frigate "Old Ironsides" and Bunker Hill Monument in the background. The "Tide" has a McIntosh & Seymour Diesel, Hyde wheel, Exide batteries, Edson steerer, Kelvin-White compass, Fathometer, RCA wireless, Shipmate range, Columbian rope, General Electric equipment and nickel-clad steel fish holds.



Other seiners to leave for the South include the *Serafina N.*, Capt. Sam Nicastro; *Hoop-La*, Capt. Joe Cotroni; *Carlo and Vence*, Capt. Benj. Favazza; *Bethulia*, Capt. Joe Curcuro; *Catherine Graffe*, Capt. Jerome Frontiero; *Antonio*, Capt. Jack Barbara; *Santa Maria*, Capt. Peter Mercurio; *Capt. Drum*, Capt. Jack Agruso; and *Three Sisters*, Capt. Lemuel Firth.

The following netters were preparing to leave last month: *Annie and Mary*, Capt. Lem. Barnes; *Desire*, Capt. Harry Clattenburg; *Marie and Katherine*, Capt. Colin Powers, *Elizabeth and James*, Capt. Allen Worrall; *Emma Marie*, Capt. Percy Pieroway; *Restless*, Capt. James Nickerson; *Shirley Clattenburg*, Capt. Harold Parsons; and *Nellie L. Parmenter*, Capt. Aubrey Hawes.

The first mackerel of the official 1938 season were landed at Cape May, N. J., on March 29 by the *Antonio*, Capt. Jack Barbara, and *Serafina N.*, Capt. Sam Nicastro. The former had 8,000 pounds and the latter 3,500. The fish were "blinks," running five to a pound, caught 35 miles South of Cape May.

Fishermen's Race Plans Under Way

International Fisherman's Race, Inc., sponsoring a 3-out-of-5 sailing contest between the *Gertrude L. Thebaud* and the *Bluenose*, opened official race headquarters at the Hotel Statler.

This organization has announced the following officers: Frank S. Davis, President; Roscoe H. Prior, Vice-President; George D. Hall, Secretary-Treasurer. These officers, together with Capt. Ben Pine of the *Thebaud* and Capt. Angus Walters of the *Bluenose*, comprise the directors.

"Rosie and Gracie" Down South

The new *Rosie and Gracie*, Capt. Phillip Fileto, is now with the Southern mackerel fleet. She is powered with an Atlas 6-cylinder, 10 x 13, direct reversing engine rated 200 hp. at 325 rpm.

Boston

Propeller Club Entertains Fisheries Group

THE Propeller Club, Port of Boston, staged a Fisheries Night on March 25 at the Hotel Lenox, to which were invited people in the fisheries from Boston, Gloucester and New Bedford. E. H. Cooley, Manager of the Massachusetts Fisheries Association, acted as toastmaster, and the guest speaker was Hon. Charles E. Jackson, Acting Commissioner of the U. S. Bureau of Fisheries.

J. F. Paige, President, and C. H. Flathers, Secretary of the Propeller Club, were present.

The committee on arrangements was composed of Clarence J. O'Neill, Chairman, Roscoe F. Prior and Herman F. Robinson.

Of the 200 present, about one-half were identified with the fishing industry, the balance being regular club members.

Following is the menu: Hors d'Oeuvres, "Ready to Fry"; Cocktails, "Block and Fall"; Celery a la "Neptune"; Olives, "O'Hara"; Clam Chowder, "Sea Foods"; Haddock, "Port-

land" style; Potatoes, "O'Brien"; "40 Fathom" Peas; "Parker" Rolls; Sauterne, "Denchy"; Fresh Strawberry Sundae, "Brookline"; "Nuts, "The Finest Kind"; Coffee, New Bedford "Mug-up"; El Ropo Cigars, "Delaware"; "Pier" Cigarettes.

"West Point" Making Record

The *West Point*, built for General Seafoods Corporation by Bethlehem Shipbuilding Corporation, powered with a 650 hp. Cooper-Bessemer Diesel engine, and commanded by Capt. Iver Carlson, has been in service since last November, and has given an excellent account of herself, even exceeding expectations as to her speed, fishing ability and volume of landings. With this vessel Capt. Carlson has beaten his own record, and is credited with making the largest money catch for a single trip landed at Boston since 1929.

"Villanova" Has Big Trip

One of the largest fares of fresh fish landed for many months arrived at Gloucester aboard the *Villanova* on March 28. She had 285,000 lbs. for the Gorton-Pew Cold Storage, mostly haddock.

"Delaware's" First Year

Capt. Morton Selig, of the *Delaware*, landed 5,360,000 lbs. of fresh fish during the first year of the *Delaware's* career, from March 20, 1937 to March 20, 1938. The vessel stocked \$135,000 for the 12-month period.

Ipswich Clams for Ohio Feast

On April 6 Ipswich shipped the biggest single shipment of clams ever to be dispatched from this town, to Marietta, Ohio, for a gigantic clam bake celebrating the triumphant end of the Northwest Territory covered wagon trek that started in Ipswich on December 3. Ipswich men and women first settled Marietta.

Where-to-Buy Directory

Equipment, Gear, Supplies, Service

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

BATTERIES

Dry Cell

*"Eveready": National Carbon Co., Inc., 30 E. 42nd St., New York, N. Y.

Storage

Bowers Battery Mfg. Co., Inc., Reading, Pa.
Edison Storage Battery Co., West Orange, N. J.
*"Exide": Electric Storage Battery Co., Philadelphia, Pa.
Willard Storage Battery Co., Cleveland, Ohio.

BOAT EQUIPMENT & SUPPLIES

The E. J. Willis Co., 91 Chambers St., New York, N. Y.

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.
*Crown Can Co., Philadelphia, Pa.
National Can Corporation, 110 E. 42nd St., New York, N. Y.

CLUTCHES

*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

COLD STORAGES

Quaker City Cold Storage Co., Philadelphia, Pa.
Western Refrigerating Co., 18-20 E. Hubbard St., Chicago, Ill.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.
*Plymouth Cordage Co., North Plymouth, Mass.
*Wall Rope Works, 48 South St., New York.
Whitlock Cordage Co., 46 South St., New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL GENERATING SETS

*Bolinders Co., 33 Rector St., New York, N. Y.
F. Van Rossen Hoogendyk, 247 Park Ave., New York, N. Y.
Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 73 Kneeland St., Boston, Mass.
Electro Dynamic Works, Bayonne, N. J.
*General Electric Co., Schenectady, N. Y.

ENGINE MANUFACTURERS

Diesel Engines

*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
*Bolinders Co., 33 Rector St., New York, N. Y.
The Buda Co., Harvey, Ill.
*Cooper-Bessemer Corp., Mount Vernon, O.
Electric Boat Co., Groton, Conn.
Fairbanks, Morse & Co., Chicago, Ill.
Gray Marine Motor Co., 6910 E. Lafayette Ave., Detroit, Mich.

F. Van Rossen Hoogendyk, 247 Park Ave., New York, N. Y.

*The National Supply Co., Springfield, Ohio.
Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts

Lehman Engineering Co., 972 Broad St., Newark, N. J.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Osco Motors Corp., 3102 C St., Philadelphia, Pa.

Fuel Oil Engines

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.
Red Wing Motor Co., Red Wing, Minn.

Gasoline Engines

The Buda Co., Harvey, Ill.
Gray Marine Motor Co., 6910 E. Lafayette Ave., Detroit, Mich.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

FISHING GEAR

The Great Grimsby Coal, Salt and Tanning Co., Ltd., Grimsby, England.

FISH SCALERS

Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FLOAT DOPE

Wisconsin Paint Mfg. Co., Inc., 3710 North Richards St., Milwaukee, Wis.

FLOATS, Gill Net

Chequamegon Cedar Float Co., Washburn, Wis.

HOOKS, Fish

*"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

ICE BREAKERS

"Champion": Champion Line Machinery Co., 278 Stewart Ave., Arlington, N. J.
*"Creasey": Gifford-Wood Co., Hudson, N. Y.

NAUTICAL INSTRUMENTS

Kelvin-White Co., 90 State St., Boston, Mass.

NAVAL ARCHITECTS

*John G. Alden, 131 State St., Boston, Mass.

NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.
*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.
*National Net & Twine Co., 211 Congress St., Boston, Mass.

NET PRESERVATIVES

"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

OILS (Fuel, Lubricating, Gasoline)

*"Essomarine": Penola, Inc., 26 Broadway, New York, N. Y.
Shell Union Oil Corp., 50 West 50th St., New York, N. Y.

OILED AND RUBBER CLOTHING

*D. O. Frost Corp., Gloucester, Mass.
*Hodgman Rubber Co., Framingham, Mass.
*M. L. Snyder & Son, 1812-72 E. Boston Ave., Philadelphia, Pa.

PAINTS

Henderson & Johnson, Inc., Gloucester, Mass.
*Pettit Paint Co., Belleville, N. J.
Edw. Smith & Co., Long Island City, N. Y.
Tarr & Wonson, Ltd., Gloucester, Mass.

PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.
*Hyde Windlass Co., Bath, Me.
Michigan Wheel Corp., Grand Rapids, Mich.

RADIO DIRECTION FINDERS

*General Communication Co., 677 Beacon St., Boston, Mass.

RADIO TELEPHONES

Western Electric Co., 195 Broadway, New York, N. Y.

RANGES

"Shipmate": Stamford Foundry Co., Stamford, Conn.

REVERSE & REDUCTION GEARS

Snow & Petrelli Mfg. Co., 25 Fox St., New Haven, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

SHIPBUILDERS, BOATYARDS

*Bethlehem Shipbuilding Corp., Bethlehem, Pa.
The Charleston Shipbuilding & Drydock Co., Charleston, S. C.
The Ingalls Iron Works Co., Birmingham, Ala.
Portland Yacht Service, So. Portland, Me.

SHIP CHANDLERS

*Sherman B. Ruth, Inc., Steamboat Wharf, Gloucester, Mass.

SIGNALS, Distress

International Flare-Signal Co., Tippecanoe City, Ohio.

STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.

STERN BEARINGS

*Chapman Products, 166 Thames St., Newport, R. I.
*Hathaway Machinery Co., New Bedford, Mass.

TELEGRAPH SERVICE

Postal Telegraph, 67 Broad St., New York, N. Y.

THRUST BEARINGS

Kingsbury Machine Works, Inc., 4316-28 Tackawanna St., Frankford, Philadelphia, Pa.

TRANSPORTATION

Fish Forwarding Co., 151 South St., New York, N. Y.

TRAWLING EQUIPMENT

New England Trawler Equipment Co., National Docks, Lewis St., E. Boston, Mass.

WIRE BASKETS

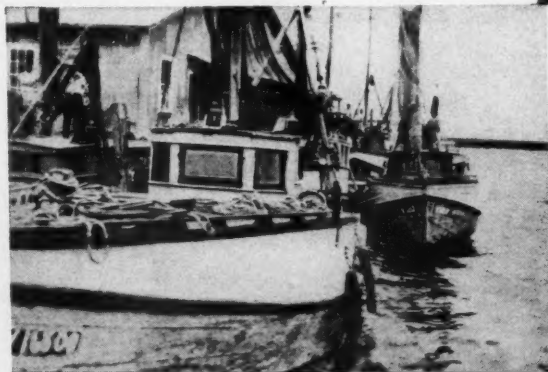
Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.

SHRIMP COCKTAIL

a la Essomarine



PRESIDENT of St. Mary's and a veteran shrimper is C. A. Taylor. His formula for profitable operation includes Essomarine. Says he, "We believe we have made a very wise investment in choosing Essomarine 100% for all our boats. Frankly, we have had such excellent results from fuels and lubricants bought at the Essomarine sign that we would not consider any change whatsoever."



SHRIMP FLEET. St. Mary's Canning Co. operates 25 shrimp boats out of St. Mary's, Ga. Some powered by gasoline engines, some by Diesels, the boats range in overall from 30 to 55 feet. All are fueled and lubricated by Essomarine.

● Hundreds of thousands of Americans today started their lunch or dinner with shrimp cocktails. No small part of the shrimp for all these cocktails and for countless other shrimp dishes was supplied by St. Mary's Canning Co. of St. Mary's, Ga., operator of 25 shrimpers.

Like all market fishermen, C. A. Taylor, St. Mary's president, knows that operating expenses bulk large in figuring the profit from any haul. The catch may run heavy . . . the market may be good, but high cost of equipment upkeep and boat engine repairs can keep profits way down. That's why Mr. Taylor picks Essomarine to keep engines running smoothly . . . to tick off the miles at least expense.

To profit-minded market fishermen all up and down the coast Essomarine means good business. These men have found that the Essomarine sign stands for fuels that give that extra drive . . . for lubricants that provide lasting engine protection under sustained heavy duty. Let these products of the world's leading petroleum organization put real profit in your business.



PENOLA INC.
26 BROADWAY
NEW YORK CITY

Essomarine Lubricants are distributed by these major oil companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company, Inc.—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company (Inc. in Kentucky)—Standard Oil Company (Ohio)—Humble Oil & Refining Company—Imperial Oil, Limited (in Canada).

SEA GOING!



THE NEW EVEREADY TRADE-MARK WATER-PROOF FLASHLIGHT

Here's the flashlight that will take the green ones! Use it under water, too, if you like, and it's a natural for the engine room.

Built in two- and three-cell sizes, this flashlight is completely encased, switch and all, in a soft rubber sleeve. The new internal escapement switch gives easy, positive control. Lenses are unbreakable, reflectors chromium plated. Range 500 feet with two-cell model, 700 feet with three-cell.

If you want the flashlight that is *tough*, shock-proof, dirt proof, as well as water-proof, *this is it!*

When You've Got to Have Spark... YOU GOT TO HAVE IT



Long service saves you money, dependable service may save your life. When you stick to the genuine "Eveready" "Hot Shot" multiple battery for main engine and hoist ignition, you're sure of *both*. Weather-proof. Three sizes, 6, 7½ and 9 volts.

For buoy lights, signalling devices and general utility, you want the "Eveready" No. 6 dry cell, the battery that's water-proof, that asks no protection on buoy work.

NATIONAL CARBON COMPANY, INC.
General Offices: New York, N. Y.
Branches: Chicago, San Francisco

Unit of Union Carbide
UCC
and Carbon Corporation

The words "Eveready" and "Hot Shot" are Trade-marks of National Carbon Company, Inc.



Long Island Spring Season Off To Good Start

By C. A. Horton

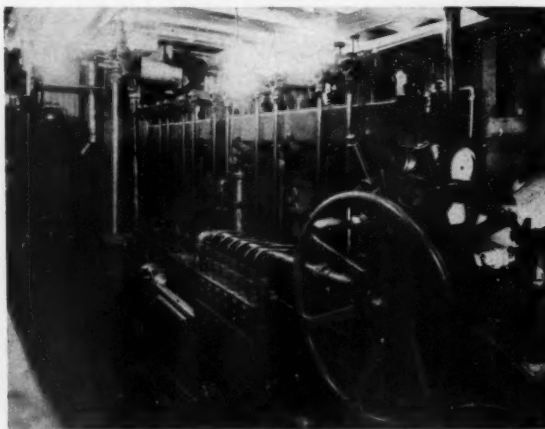
FLOUNDER fishing began exceptionally good in Peconic Bay the latter part of March. Anglers aboard party fishing boats brought in fish weighing up to three pounds and the catches averaged from 35 to 100 per boat.

Flounder fishing along the South Shore is coming along in good shape. Boats out of Freeport, Lindenhurst and Amityville are making good catches.

In the bay off West Hampton flounder fishing is exceptionally good. This is attributed to the distribution of flounder fry in Long Island waters by the U. S. Bureau of Fisheries.

Trap Fishing

The trap fishermen of Eastern Long Island started the season fishing with excellent weather. The firms of Vail and El-dredge, and Myron Brown of East Marion set traps in Block Island Sound the latter part of March. Russell Terry, of Greenport, began setting his traps out of Montauk April first.



View in engine room of "Catherine C", Capt. Mogue J. Cullen, New York, showing her Wolverine Diesel engine.

Block Island Activities

By C. H. Lewis

WITH the advance of Spring, the various activities of the Block Island fishermen are increasing. Trap fishermen are assembling gear and rigging up, some with the anticipation of setting early. The W. E. Ball Pound Company and Dunn and Lewis Trap Company are very busy with the preliminary work.

Dragging

Several boats are dragging. Although drag fish are quite plentiful, the prices are rather low. Among those dragging are Capts. Aubrey Dunn and Benjamin Smith of the *Hannah B.*; Capt. Will Dunn of the *Alba V.*; Capt. Ned Littlefield of the *Ray*; Capt. Merwin Willis of the *Audrey M.*; and Capt. Earle Barrows, *Two Sisters*; Capt. O. S. Dodge, *Harold C.*

Handliners

Handlining continues fairly good when weather permits the boats to go out. Some of the boats are active in peddling live fish. A few of them during the past month were: *Marion M.*, Capt. Arlo Littlefield; *Hattie M.*, Capts. John and Omar Littlefield; *Priscilla*, Capts. Fabyan and Harvard Allen; *Laura V.*, Capt. Ed Sanchez; and *Aunt Eddie*, Capt. W. C. Rose.

Arrive at the Island

The *Clayton II*, Capts. Andrew V. Willis and Harry Jacobsen, who have been fishing off the Jersey coast during the Winter, have returned to the Island.

T. F. Cunningham's Column

Washington, N. C.

Capt. J. D. Hodges of the famous Hodges family of boat builders says he is very well pleased with his new boat the *Carless*, which he is now using in the oyster trade.

Beaufort

Alonzo Willis is now in charge of the Esso station here and under his watchful eye the fishing fleet are always well fueled.

Morehead City

P. W. Howland, formerly of Freeport, L. I., is in charge of the Chas. Wallace fuel and oil plant at this port and many Eastern charter boatmen coming or going to Florida stop at this port.

Georgetown, S. C.

Capt. Dan Missroon is in charge of the pilot boat which was delivered to the Ford Co. a few weeks ago from New York. She is named the *Lotus* and is 53 x 15 x 6½ and powered with a 100 hp. Fairbanks-Morse engine.

Charleston

Ocean Fish Co., now managed by Ted and Charles Simons, are operating 5 trucks besides their own fishing fleet. They are buying on the open market and report the wholesale business has been good.

Brunswick, Ga.

With the law on closed seasons being strictly enforced at this port there is a large fleet of the shrimp boats awaiting the call to go to Louisiana coast where the catches were reported very satisfactory. Almost all the plants here are closed or working with short crews, although the Brunswick Fisheries, Inc., under the management of Mr. Krauss are busy.

The South Atlantic Marine Co. has just overhauled the shrimp boat *Sea Star* before heading for the Louisiana coast.

New Smyrna, Fla.

The New Smyrna Boat Works is now operated by Cecil and Arthur McDonald, who formerly had the McDonald Boat Works at Daytona Beach. Arthur McDonald is in charge.

West Palm Beach

Capt. F. F. Downs, manager of the Long Pier Boat Works, reports overhauling several of the charter boats now operating from his pier and also wishes to announce that he uses Pettit Paint exclusively. Capt. Downs is now employing 14 men.

The new charter cruiser *Northern Star* has been operating from City Dock, West Palm Beach. Capt. J. Stanford is in charge and about April 1st was expected to start for Peconic and the Jersey coast.

Poinciana Basin, Palm Beach

Capt. Francis McBride is again back at the Poinciana Basin under the watchful eye of Jim McCaskill, one of the most popular dock masters on the Florida coast. The roster of boats at the Basin remains the same as in former years—the *Imp*, *Miss Sally*, *Walter Githens*; *Black Jack*, *Rudy Steinhauser*; *Fortenate*, *Carl Darenburg*; *Mayob II*, *Albert Neilson*; *Miramy*, *Capt. Tom Jones*; *Fun II*, *Capt. Foster*; and the *Clara*, *Capt. Bill Gray*.

Ft. Lauderdale

Capt. Bob Gray and Capt. Bob Weir, among the most youthful skippers on the East coast of Florida, are now joint owners of the fishing boat *Yogi*. They report a very good season and expect to leave for Freeport, N. Y., about April 15.

Little River

Capt. Johnny Horne is now operating his fleet of charter boats from Lighthouse Docks, Bakers Haulover. Capt. Johnny is in command of the *Vonelo*, *Capt. Harry Johnson* is on the *Gloria*, *Capt. Bonnie Horne* on the *Pastime*, and *Capt. Don Horne* on the *K.B.*

Miami

Capt. Malcolm Drake is again at Pier 5 after a good season at Avon, N. J. He made the trip down with Capt. Bill Spooner in Capt. Spooner's new cruiser the *Flying Fish*, designed and supervised by him and built at Rockland, Maine last Summer. The *Flying Fish* is 42 x 12 x 3½ and is powered with two Red Wing 100 hp. engines.



"MADE BY HODGMAN" WHICH MEANS LONG WEAR AND HARD USE

Since 1838 Hodgman has been making quality rubber garments for all types of industrial uses . . . Every garment is made by skilled, experienced workmen . . . All fabric is rubberized in our own plant . . .

Our No. 119 Suit, shown above, is roomy, comfortable and absolutely waterproof. Durably made of heavy black rubberized fabric. All seams stitched and cemented. Vulcanized as a unit after making. Arm-hole seams gum strapped. Shoulder seams covered and reinforced. Rivets at points of tension—collar and front flap. Wide inside facings of rubberized fabric. Double front flap with built-in, positive action, covered ball and socket snap fasteners so nets and lines cannot catch. Fabric reinforcements under armpits. Overalls have high apron front; belt loops and tie-back straps riveted in; wide suspenders with elastic insert. Centre seam fully gum strapped. Crotch reinforced. Rustproof adjustable buckles. Leg length 24".

No. 117 Suit is similar in appearance to above but in the oil-skin price class.

No. 118 Nor'easter Hat shown on model is made of substantial rubberized fabric, fully stitched, cemented and strapped. Has loose flannel lining and ear flaps.

Ask Your Dealer to Show You These Quality Garments—If He Can't Supply You, Write Us.

HODGMAN 
Framingham Rubber Company
Massachusetts





"There is no better rope"

New Bedford Cordage Co.

General Offices: 233 Broadway, N. Y. C.
 Boston: 10 High St. Chicago: 230 W. Huron St.
 Mills: New Bedford, Mass.



For
Better Fares
Use Stronger Hooks

FIT out for more success in fishing, less expense and less work too, for what you get out of it. Rig your gear with hooks made of the world's strongest hook steel—genuine Mustad Key Brand Hooks. Made by the largest manufacturers of fish hooks in the world. Best patterns, too. Any pattern you use, any size, they **HOOK** more fish, and they **HOLD** better. Ask your supply dealer for genuine Mustad Hooks.

Agents: Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.



MUSTAD
Key Brand FISH HOOKS
O. MUSTAD & SON (EST. 1812) OSLO, NORWAY

New York Wholesale Prices at Fulton Fish Market

By J. H. Matthews

Species	March 1-5	March 7-12	March 12-19	March 21-26	March 28-31
Bluefish	.11-.30	.07-.25	.07-.22	.10-.25	.06-.30
Butterfish	.06-.08	.03-.08	.03-.05	.03-.08	.03-.06
Codfish, mkt.	.05-.06	.04-.06	.04-.05	.04-.05½	.04-.05
" steak	.07-.10	.07-.10	.07-.10	.06-.10	.06-.10
" fillets	.12-.14	.12-.14	.10-.14	.11-.14	.11-.12½
Croakers	.05-.06	.05-.06	.02-.04	.03-.06	.02-.04
Dabs	.05-.12½	.04-.08	.03-.08	.02-.06	.03-.06
Eels	.08-.18	.08-.18	.08-.18	.08-.18	.07-.15
Flounders	.05-.12	.05-.12	.05-.08	.05-.08	.04-.08
Fluke	.10-.14	.10-.16	.10-.14	.09-.14	.09-.12
Haddock	.05-.08	.05-.07	.04-.06	.04-.07	.05-.07
" fillets	.12-.14	.12-.14	.12-.14	.12-.14	.11-.12
Hake	.04-.05	.04-.05	.03-.05	.03-.05	.03-.04
Halibut	.25-.33	.28-.35	.28-.35	.20-.30	.20-.25
Herring	.04-.05	.04-.05	.03-.05	.04-.05	.01-.02
Kingfish	.05-.20	.06-.18	.06-.20	.06-.20	.06-.15
King Mack'l	.12-.14	.07-.12	.06-.07	.06-.07	.06-.07
Mullet	.06-.10	.06-.10	.06-.10	.06-.10	.06-.10
Pollock	.05-.06	.05-.06	.05-.06	.04-.06	.04-.06
Pompano	.35-.45	.35-.45	.34-.35	.30-.45	.30-.45
Red Snapper	.11-.15	.11-.15	.11-.15	.11-.15	.09-.12½
Salmon, Pac.	.25-.30	.25-.32	.25-.32	.28-.35	.30-.40
Scup, (porgies)	.05-.08	.06-.08	.04-.06	.03-.06	.03-.04
Sea Bass	.08-.12½	.07-.15	.07-.14	.08-.12½	.08-.12½
Sea Robins	.03-.04	.03-.04	.03-.04	.03-.04	.02-.04
Sea Trout	.16-.23	.15-.22	.15-.20	.15-.22	.15-.20
Shad	.12-.40	.12-.40	.12-.35	.10-.30	.10-.28
Sheepshead	.07-.09	.07-.10	.08-.10	.08-.10	.08-.10
Skate	.03-.04	.03-.04	.03-.04	.03-.04	.02-.04
Smelts	.05-.20	.05-.20	.06-.20	.06-.20	.05-.20
Sole, grey	.07-.14	.08-.12	.06-.12	.06-.09	.07-.12
Sole, lemon	.11-.14	.10-.16	.12-.15	.12½-.15	.11-.12½
Striped bass	.15-.20	.14-.18	.10-.16	.06-.12	.05-.10
Sturgeon	.20-.25	.20-.25	.20-.25	.20-.25	.20-.25
Swordfish	.12-.14	.12½-.14	.12½-.14	.12½-.14	.12½-.16
Tautog	.07-.08	.07-.09	.07-.10	.08-.10	.07-.09
Tilefish	.05-.06	..	.05-.06	.04½-.06	.04½-.06
Tomcod	.05-.06	.04-.06	.04-.07	.05-.06	.05-.06
Weakfish	.12½-.20	.12-.20	.12-.20	.12½-.20	.12½-.20
Whitebait	.10-.15	.10-.20	.10-.15	.10-.15	.08-.12½
White Perch	.04-.12	.04-.12	.04-.12	.04-.12½	.04-.12½
Whiting	.04-.05	.04-.05	.04-.05	.03-.04	.03-.05
Clams, hard	1.75-2.00	1.25-2.00	1.25-2.00	1.50-2.00	1.50-2.00
Clams, soft	1.25-2.00	1.50-2.00	1.50-2.00	1.50-2.00	1.50-2.00
Crabs, hard	1.30-2.50	2.00-2.50	2.00-2.50	2.00-2.50	1.50-2.00
Frogs legs	.40-.70	.40-.70	.40-.70	.35-.75	.35-.75
Crab Meat	.30-.70	.35-.90	.50-.75	.35-.60	.35-.60
Lobsters	.32-.45	.35-.45	.34-.45	.38-.50	.40-.55
Lobster meat	.60-.70	.55-.70	.55-.65	.55-.65	.55-.65
Langouste	.50-.55	.50-.55	.50-.55	.50-.55	.50-.55
Oyster crabs	.70-.85	.75-.85	.65-.75	.50-.80	.70-.85
Scallops, sea	1.55-1.75	1.60-1.75	1.60-1.85	1.35-1.85	1.35-1.50
Scallops, bay	2.50-5.00	2.50-5.00	2.50-5.00	2.50-5.00	2.50-5.00
Shrimp	.10-.28	.10-.18	.10-.20	.08-.25	.10-.28
Squid	.07-.08	.06-.08	.06-.08	.06-.08	.05-.08

Steinroeder, Agent for Lehman

Lehman Engineering Company, Newark, New Jersey, has appointed Harry G. Steinroeder of 2126 Bleeker St., Brooklyn, N. Y., as district agent for its marine products throughout Brooklyn and the western part of Long Island.

Cold Storage Holdings Decrease

COLD storage holdings of fish in the United States on March 15 totaled 45,673,961 pounds, compared with 51,588,013 pounds a year ago, and 62,151,918 pounds on February 15. Between February 15 and March 15, 5,115,564 pounds were frozen against 6,170,741 pounds frozen the previous month.

Dispute With Japan Suspended

THE United States and Japan last month settled their quarrel over Japanese salmon fishing in Alaskan waters. The dispute had threatened to lead to "an undeclared war" between Japanese and American fishing fleets.

Japan gave the United States assurance that: She is suspending her three-year salmon fishing survey begun in 1936. She will not issue licenses to boats for fishing in Alaskan waters, and will punish offenders.

Fairbanks-Morse Display Room

FAIRBANKS, Morse & Co. has announced the formal opening of its display room on the first floor of the modernized and renamed Fairbanks-Morse building at 600 S. Michigan Ave., Chicago. Dominating the exhibit here is a ten-ton, eight-cylinder Diesel engine for marine service. Grouped about this are electrical machinery, pumps, scales, railroad and farm equipment, household appliances, automatic coal burners and air conditioners—products that are manufactured in Fairbanks-Morse factories throughout the country and sold all over the world.

The company early in January moved its general offices to this new location from 900 S. Wabash Ave., headquarters of the firm for a third of its 108 years.

Buda Appoints Vice-President

L. M. VILES, President of The Buda Company, announces that R. K. Mangan has been appointed Vice-President in charge of advertising, domestic and export sales of Diesel and gasoline engines sold to the marine, automotive, general industrial, stationary and oil field trade. Mr. Mangan has been associated with The Buda Company in an engineering and sales capacity for approximately twenty years.

Croft Heat Exchanger

THE Croft Engineering Company, Inc., Miami, is manufacturing and selling a new heat exchanger for marine engines. Claims for the Croft heat exchanger are simplicity of installation, low cost, and absence of maintenance expense. A pamphlet entitled "Fresh Water Cooling for Marine Engines" describes this heat exchanger, giving construction and installation details, and pointing out its advantages in the way of eliminating corrosion and wear, and increasing engine efficiency and life.

Pettit Winners

FOLLOWING is the list of the ten lucky boatmen who have won sufficient Pettit's Paint and Varnish for their boats this season. These names were selected from thousands of registrations taken at the recent New York Motor Boat Show.

B. E. Murray, Warrensburg, N. Y.; Edmond L. Siemers, 320 Melville Street, St. Louis, Mo.; W. C. Meloy, 4420 Edmunds Street, N. W., Washington, D. C.; Frank R. Metcalf, 104 South Street, Auburn, N. Y.; Drake Sparkman, Jr., 2 Byron Lane, Larchmont, N. Y.; G. H. Railsback, Phi Gamma Delta, Lafayette College, Easton, Pa.; Charles B. Morden, Bad Axe, Mich.; George L. Swan, 10 Nassau Road, Upper Montclair, N. J.; Sterling McKittrick, Oak Ledge, Mt. Kisco, N. Y.; Howard L. French, 7870 Van Dyke Place, Detroit, Mich.

All others who registered in this contest, while not fortunate enough to win their paint, were presented with the Pettit Log Book and Guest Register.



The BIG HUSKIE (25 H.P. at 1800 R.P.M.—3 1/4" bore 4" stroke), is an all Palmer Built Engine with the new Palmer High Speed Clutch. This job is designed and built for continuous duty in the type of boats that must have dependable power. The parts are unusually rugged and the walls cast full thick to withstand sea water. The Hot-Spot Manifold results in easier starting, gives better fuel economy. Price \$410 F.O.B., Cos Cob. With starter and generator \$460.

Send for Literature

PALMER BROS. ENGINES, Inc.

Cos Cob, Conn.

Export Office: 44 Whitehall St., New York

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Trawler Repairs and New Construction



Four Trawlers undergoing repairs at Atlantic Works

Conveniently located on Boston Harbor, Bethlehem's FORE RIVER Shipyard and the modern dry docks and repair shops of SIMPSON WORKS and ATLANTIC WORKS offer the fishing industry unsurpassed facilities for the construction, repairing and reconditioning of trawlers.



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General Offices: 25 Broadway, New York and Quincy, Mass.

TWENTY TONS OF FISH! ♦ ♦

♦ ♦ are handled by Chesebro Brothers & Robbins during every hour of the market day. Surely, a lot of fish, but this large volume represents the efforts of hundreds of producers who know from experience that shipments made to us are carefully handled by men who KNOW fish and its efficient distribution.

♦ ♦ Demand for quality fish is increasing. Consumer education on fish and other foods in numerous newspapers and women's magazines helps our industry. Let us cash in on this effort by getting our product to the consumer in the shortest possible time. And let us produce only quality merchandise. Quality is its own best advertising—it needs no sponsor with the consumer.

Chesebro Brothers & Robbins
Incorporated

1-2-3 Fulton Market

New York City

Where to Ship

These companies are in the market for fish and shellfish.

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R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.

Booth Fisheries Corp., 309 West Jackson Blvd.

H. Grund & Sons, 213 N. Union Ave.

J. A. Klafin, 209 N. Union Ave.

NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.

Cape Cod Fish Co., Inc., 101 Fulton Market.

Chesebro Bros. & Robbins, 1-2-3 Fulton Market.

John Dais Co., Fulton Market.

Eastern Commission Co., 19 Fulton Market.

Lester & Toner, Inc., Fulton Fish Market.

South Fish Co., 112-113 Fulton Market.

Frank W. Wilkisson, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

Millers Snapper Yard, 1520 E. Montgomery Ave. (Live Snapping Turtles).

C. E. Warner Co., Inc., 8 Dock St. Fish Market.

Coast Guard Enlarges Weather Broadcasts

THE United States Coast Guard, in cooperation with the U. S. Weather Bureau, U. S. Lighthouse Service, and Hydrographic Office, U. S. Navy, on April 1, 1938, enlarged the radiotelephone weather broadcasts heretofore made by Coast Guard Radio Stations at Boston, New York, and Norfolk, and increased the number of stations transmitting to include the Gulf Coast, Pacific Coast, and at a later date, the Great Lakes. These broadcasts are classified as "Marine Information Broadcasts."

In addition to the forecasts of the U. S. Weather Bureau, this extended service includes the latest local reports of changes in aids to Navigation, such as are later published in "Notices to Mariners", Department of Commerce, and last minute reports of obstructions to navigation in nearby waters as received from the Hydrographic Office of the Navy Department and local sources. The complete broadcast is first made at 30 words per minute to permit copying, and then repeated at normal speed of conversation, or 100 words per minute. The transmissions last approximately five minutes.

FOR SALE

110 hp. Bessemer Diesel engine, marine type with reverse gear, four cylinders, 8½" bore x 12" stroke, 350 rpm., completely overhauled, A-1 condition. Price \$2850 FOB Baltimore. Fleck Engineering Co., 821 Key Highway, Baltimore, Md.

FOR SALE

Bargain. Pair 6 cylinder, Model 120 Winton gasoline engines. 7½ x 8½, 200 hp. each at 850 rpm. Recently rebuilt and in excellent condition. Complete with reverse gear. Address Box NS, Atlantic Fisherman, Goffstown, N. H.

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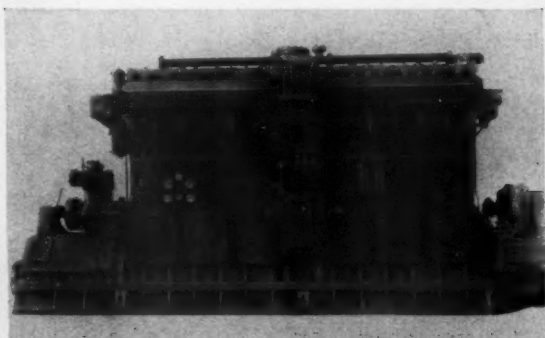
Boston Fish Pier Landings for March

(Hailing fares. Figure after name indicates number of trips)

Adventure (4)	373,000	Kittiwake (3)	422,500
American (3)	259,000	Lark (3)	272,000
Amberst (3)	457,000	Laura Goulart (2)	106,000
Andover (3)	198,000	Loon (2)	300,000
Annapolis (2)	409,000	Maine (4)	477,000
Arlington (3)	498,000	Marjorie Parker (1)	55,500
Atlantic (4)	549,000	Mary E. O'Hara (3)	171,000
Bettina (2)	148,000	Neptune (3)	469,000
Boston (3)	399,000	Newcastle (3)	68,500
Brant (3)	512,000	Newton (3)	546,000
Brookline (2)	383,000	Notre Dame (2)	285,000
Coot (2)	321,000	Ocean (3)	480,000
Cormorant (2)	371,000	Penguin (2)	325,000
Cornell (3)	511,000	Plover (3)	514,000
Curlew (2)	346,000	Plymouth (3)	315,000
Dartmouth (2)	352,000	Pollyanna (2)	142,000
Dawn (1)	51,000	Princeton (1)	136,000
Delaware (2)	351,000	Quincy (3)	268,000
Dorchester (3)	298,000	Rainbow (3)	139,000
Ebb (3)	581,000	Rhodora (1)	81,000
Edith L. Boudreau (4)	287,000	Ripple (2)	372,000
Exeter (3)	226,000	Saturn (1)	134,000
Fabia (3)	375,000	Sea (2)	309,000
Flow (3)	648,000	Shamrock (3)	227,000
Foam (2)	260,000	Shawmut (2)	256,000
Fordham (3)	571,000	Spray (2)	342,000
Frances C. Denehy (1)	65,000	Storm (3)	789,000
Gale (1)	229,000	Superior (1)	117,000
Gemma (2)	262,000	Surf (3)	623,000
Georgetown (1)	159,000	Swell (3)	568,000
Geraldine & Phyllis (3)	114,500	Teal (3)	573,000
Gertrude de Costa (1)	59,000	Thomas Whalen (2)	294,000
Gertrude Parker (3)	254,500	Tide (3)	613,000
Gossoon (3)	230,000	Trimount (3)	380,500
Gov. Al Smith (1)	73,000	Triton (3)	556,000
Grand Marshall (1)	51,500	Vandal (4)	338,500
Harvard (2)	355,000	Venture II (4)	298,000
Hekla (2)	316,000	Villanova (2)	338,000
Helen M. (3)	231,500	West Point (4)	473,000
Heron (2)	397,000	Whitecap (3)	468,000
Holy Cross (1)	137,000	Wm. J. O'Brien (3)	448,000
Illinois (2)	191,000	Wm. L. Putnam (3)	231,000
Imperator (2)	125,000	Winchester (3)	641,000
Isabelle Parker (2)	154,000	Winthrop (3)	458,000
Jeanne d'Arc (2)	312,000	Yale (1)	193,000
Joffre (1)	40,000	Yankee (4)	375,000
Kingfisher (2)	315,000		

Card With Bolton-Smart

Fred F. Card, for more than 30 years identified with Shattuck & Jones, Inc., has left this concern to undertake the operation of the Fish Department of the Bolton-Smart Company, 41 Boston Fish Pier.



The Type LT, 6 cylinder, Cooper-Bessemer Diesel engine that powers the trawler "West Point," rated 650 hp. at 260 rpm.

TANGLEFIN NETTING



catches more fish

LINEN AND COTTON GILL NETTING
SEINE-POUND AND TRAP NETTING

Manufactured by
LUDLOW MANUFACTURING & SALES CO.

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Naval Architect
Marine Engineer

Specializing in

**TRAWLERS, OYSTER DREDGERS
TANKERS, TOW BOATS, ETC.**

131 State St.

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Hathaway Machinery Co.

Original
Flax Packed
STERN BEARINGS

New Bedford, Mass.

OSCO *marine* **Ford POWER**

DUAL LIFETIME
GREASE-SEALED BALL-BEARING PUMPS
CENTER-LINE MOUNTING
CIRCUIT-FLO MANIFOLDING
DE LUXE GENERAL CATALOG ON REQUEST
OSCO confines its manufacture to FORD marine equipment only.

CONVERSION EQUIPMENT FOR MODELS A, B, V-8

OSCO MOTORS CORP.
Philadelphia, Pa. 3102 C St. CABLE: OSMITHSON

KINNEY HAULING CLUTCH
for trawling gear on the
SMALL BOAT



Now made in small sizes. Use the same type of clutch the larger boats use.

Write for information immediately

KINNEY MFG. CO.
3541 Washington St.
BOSTON

SUPERIOR
MADE BY
FROST
Gloucester
Mass.

FROST BRAND
"SUPERIOR"
OIL CLOTHING

A first quality garment made to meet the requirements and approval of the fishermen.

Manufactured by
D. O. FROST CORPORATION
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GLOUCESTER - MASS.

WALK-LAID MANILA ROPE

YOUR GUARANTEE of quality in all standard types and sizes of Fishing Rope Gear, waterproofed, lubricated, treated and specially laid for each particular use, is Wall's century-long service to Fishermen.

Stocks in all Fishing Centers
WALL ROPE WORKS, Inc.
48 South Street, New York, N. Y.
Factory; Beverly, N. J.

FOR THE MARINE INDUSTRY

Lunenburg Sends Fleet of Eleven for Salt Fishing

By H. R. Arenburg

THE following eleven schooners sailed for the banks salt fishing on the frozen baiting trip: *Bluenose*, Captain Angus Walters; *Mary H. Hirtle*, Captain Edward Cleveland; *Isabel Corkum*, Captain Eric Corkum; *Mabel and Dorothy*, Captain Foster Lohnes; *John H. McKay*, Captain Moyle Crouse; *Delawana II*, Captain Fred Deal; *C. A. Anderson*, Captain Gordon Mosher; *Pan American*, Captain Ellison Creaser; *Progressive II*, Captain Carmen Knock; *Beatrice Beck*, Captain Gordon Corkum; and *C. J. Morrow*, Captain Abram Cook. The *Bluenose* will only be on the banks salt fishing for a portion of the 1938 fishing season, as she will have to return to port to have her engines removed and be otherwise overhauled and equipped for the international fishing races to take place off Boston this Fall.

Fresh Fish Arrivals

The following schooners of the Lunenburg fleet arrived with trips of fresh fish last month: *Howard Donald*, Capt. Lawrence Zinck, 50,000 pounds; *Lucille M.*, Capt. Fenton Tanner, 10,000; *R. B. Bennett*, Capt. Elbourne Demone, 100,000; *Robert J. Knickle*, Capt. Clarence Knickle, 27,000; *Ronald George*, Capt. Dan Romkey, 155,000; *Douglas and Robert*, Capt. Calvin Tanner, 320,000 pounds of fresh fish and 2,500 pounds of halibut; *Marshall Frank*, Capt. Frank, 300,000; *Haligonian*, Capt. George Himmelman, 50,000; *Christine M.*, Capt. M. O'Neill, 20,000; *Jean and Shirley*, Capt. Newman Wharton, 148,000; *Marguerite B. Tanner*, Capt. Angus Tanner, 105,000; *Andrava*, Capt. Roland Knickle, 243,000; *E. F. Zwicker*, Capt. William Deal, 75,000; *Sir Ernest Petter*, Capt. Napean Crouse, 100,000; *Dot and Hallie*, Capt. Loren Ritcey, 187,000 fresh fish and 5,000 pounds of halibut; *Bluenose*, Capt. Moyle Crouse, 40,000; *Marjory and Dorothy*, Capt. Ornan Mossman, 220,000; *Pasadena II*, Capt. Cecil Walters, 275,000; *H. W. Adams*, Capt. Arnold Parks, 100,000 pounds halibut; *Muriel Isabel*, Capt. Walter Crouse, 220,000; *Bessemer*, Capt. Thomas Himmelman, 40,000; *Howard Donald*, Capt. Guy Tanner, 220,000 pounds fresh fish and 5,000 pounds halibut; *Mahaska*, Capt. Orlando Lace, 229,000; and the *Arthur J. Lynn*, Capt. Foster Corkum, 290,000.

Schooner Being Converted

Captain James Publicover of Dublin Shore recently purchased the tern schooner *Lillian Kerr* from American parties and she is now at the shipyards of Fred Robar at Dayspring, where they have taken the spars out and are converting her into a four master. Aden Conrad of Upper LaHave is in charge of the rigging. When she is completed, she will be commanded by Captain Publicover's son, William, in the coastwise trade.

"Bluenose" Loses Crew Member

The schooner *Bluenose*, Captain Moyle Crouse, arrived in port reporting the loss, by drowning, of one member of her crew while on the fishing banks. None of the crew of the *Bluenose* know how the tragedy occurred which claimed the life of 29-year-old Philip Hanamas. He was on watch while fellow members of the crew were in the galley having a mug up. There was no heavy sea at the time and it is believed he must have lost his footing and slipped over the side of the schooner.

Scallop Returns

The *M. W. Colp*, Captain Maynard Colp, returned from scallop fishing at Digby the first of the month and fitted out for fresh fishing. The scallop fishing season was disappointing. The weather conditions were not particularly good and the prices for scallops on the American markets were lower than they have been for years. The *Colp*, which has been employed in scallop fishing for the past few years, has always continued in the scallop industry until the Spring and later fitted out for swordfishing.

New Brunswick Specialty Seafood Plant Started by Connors Bros.

By C. A. Dixon

CONNORS BROS., LTD., of Black's Harbor, have recently opened a new and modernly equipped specialty seafood plant. Here carload after carload of first grade mealy potatoes, along with well-cured salt codfish from almost every fishing town on the Atlantic coast, find their way to gleaming steam-jacketed kettles where they are cooked for a regulated period. By an entirely mechanical process the mixture is seasoned, transferred to Monel Metal mixers, where the ingredients are thoroughly and smoothly blended in a manner impossible by hand-power, then converted into fish cakes and packed six individual cakes to the can, with parchment paper between each cake.

This is reputed to be the only factory in the world where fish cakes are put in tins actually in separate cakes.

Canadian tuna is now available on the market after years of experimental work in this line, and here again the Connors factory scores in pioneer work, and an excellent and appetizing product has been developed from the hitherto hard-to-handle tuna.

Tins of kippered snacks are also manufactured in this plant as well as clam chowder.

Possibility of New Factories

The people of Grand Manan are "on their toes" and are anxiously awaiting developments regarding the rumored establishment of two manufacturing plants on the island this Summer—one a kelp processing factory and the other a sardine cannery. The former may be located at Grand Harbor, at the Scott D. Guptill plant, and the latter at either Seal Cove or North Head, if they materialize, it is said.

Lobstermen Want Spring Season

Lobster fishermen at Grand Manan are up in arms again over the lobster law. They want their Spring season back. One man, L. H. Brown, of Seal Cove, says that conditions are now worse than when traps were fished in the Spring, and that Grand Manan has lost \$50,000 due to the change in the lobster law two years ago. Prices for Spring lobsters are much better than they were in the Winter. Winter prices were 20 cents each and prices now are 35 cents each. One hundred and seventy fishermen at Grand Manan have signed a petition and sent it to Ottawa asking for a Spring season to open April 15.

Buying Boats

The usual swapping of boats and the purchasing of new and second-hand craft is taking place in fishing centers of southern New Brunswick. Osro Newman of Wilson's Beach purchased a nice large boat from Harold Cossaboom of White Head this Spring and Ed Thomas of Seal Cove bought a new boat in Nova Scotia.

Weir Building in Full Swing

Weir building is in full swing in Southern New Brunswick and hundreds of weir owners and operators have sprung into action with the coming of Spring with its favorable weather for carrying on the work of repairing and the building of weir property. Connors Bros., Ltd., sardine packers of Black's Harbor, N. B., commenced packing operations just as soon as fish became available, which happening this year did not occur until the 21st day of March, when nine hogsheads of sardine herring purchased at Beaver Harbor in Charlotte County were hoisted out at the big Canadian cannery. Many fishermen believe that with the herring striking in at points on the north shore of the county, which would indicate that they are following old time habits, weirmen in the Quoddy River section will enjoy the benefits of a good school of herring this Spring.



On my way to buy

"SPECIAL
FISHERMEN'S"



OILED CLOTHING, RUBBER CLOTHING or BOOTS

It's a pleasure to spend money for anything so good, and the price is so low. Have us send samples and prices.

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Philadelphia, Pa.

The Linen Thread Co., Inc.

Gold Medal Cotton Nets and Twines

A. N. & T. Coy Linen Nets

Manila Trawls, Burnham Lines

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ICE BROKEN INTO THIN FLAKES

which will fit in between, and without large chunks, which might crush the fish, or slush which makes waste and muss, is produced by

THE CREASEY ICE BREAKER

because of its interchangeable combs and adjustable front plate.



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GIFFORD-WOOD CO. HUDSON, NEW YORK

CROWN CAN CO.

PHILADELPHIA, PA.

Independent and Helpful

DIVISION OF CROWN CORK AND SEAL COMPANY

Fish, Boats, Engines, Gear and Supplies

When You Ship FISH, LOBSTERS
or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO

R. S. HAMILTON COMPANY

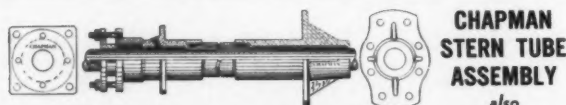
On the Boston Market over 30 Years
17 Administration Building Fish Pier, Boston, Mass.

SHERMAN B. RUTH, Inc.
SHIP CHANDLER

Complete Line of Fishermen's Supplies Including
WALL ROPE PFLUEGER HOOKS
HENDERSON & JOHNSON PAINTS
UNION TWINE COMPANY'S TARRED LINES
Complete stock carried on hand at all times

Steamboat Wharf

Gloucester, Mass.



**STUFFING BOXES AND STERN BEARINGS
CHAPMAN PRODUCTS**

Manufacturers
166 THAMES ST. 52nd Year of Service NEWPORT, R. I.

MARINE BARGAINS

Here are a few of those we have to offer. 45 ft., 6 ins. x 11 ft. sight-seeing boat, Gray powered, fine condition, \$1,400. 42 ft. x 11 ft. party or fish boat, Kermath powered, new 1930, \$1,200. 70 ft. x 16 ft. 3 ins. x 7 ft. freight and passenger boat, fine condition, C.O. powered, ready to sail, \$4,500. 50 ft. x 12 ft. x 4 ft. lobster smack, Lathrop powered, carry 5,500 lbs. live lobsters, \$950. Friendship sloops all sizes \$500 up. Marine engines 45 hp. F.M. Model 34, \$900. 60 hp. C.O., \$850. 120 hp. Kahlenberg, \$1,750. 65 hp. Kermath, \$350. 35 hp. Kermath, like new, \$350. 20 hp. Fay & Bowen, \$135, and many others. One pair Hyde Propellers, 38 x 38, three fan, fine condition, \$80, or one \$45. Write us as to your requirements. KNOX MARINE EXCHANGE, CAMDEN, MAINE.

FOR SALE

Swordfishing boat *Mohawk*, 36 ft. Heavy construction. Built 1935. Excellent condition 60 hp. Buda gasoline engine. P. B. MacCready, 442 Temple St., New Haven, Conn.

FOR SALE

Two suits of sails from 98 ft. schooner yacht. Frank Upson, Sail Maker, New Haven, Conn.

FOR SALE

100 hp. 4 cyl. Standard direct reversing Diesel engine. Has run about one year. 80 hp. 4 cyl. Atlas Imperial Diesel engine, heavy duty with clutch. Two Chesapeake Bay bugeye schooners. Inquire Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.

BARGAIN—BOLINDERS W7 DIESEL

The first used 50 hp. Diesel of our popular W7 type, 800 rpm., ever advertised for sale. New engine guarantee!

Also a 40 hp. type B, with reverse gear, 550 rpm. Bolinders Company, Inc., 33 Rector St., New York, N. Y.

POSITION WANTED

Young man, now manager of old well known shell fish company in New England wishes position with large established firm in fishing industry. Thoroughly experienced in complete management, including plant supervision, office work, packing, shipping, selling, maintenance and handling of small vessels. Address Box FHB Atlantic Fisherman, Goffstown, N. H.

Vineyard Old-Timers Make Many Predictions

By J. C. Allen

REPORTS from these bearings for the month of March, is simply a collection of dope on phenomena, natural and unnatural. The duller season of the year, insofar as fishing is concerned, the Powers that Be have contrived to whangle and scramble everything in God's garden to give a hard-working correspondent something to write about.

We have had the lowest markets on record and about the highest ones, during March. We have had every kind of luck known to man, and we have listened to the biggest cussed lie ever told, over the radio, all during the month of March. There ought to be a law, no cussed fooling.

But to begin at the beginning; there have been plenty of fish, though not all varieties. Up to the latter part of the month, cold water was the common hail and no alewife appeared, neither did our favored blackbacks pick up on their customized bearings.

Nevertheless, there were plenty of fish, but the market settled lower and lower. Well, then, there came a breeze. No gale or anything like that, but a good strong healthy breeze that tied things up. And the way prices went up the ratlines was something to postcard home about. Twenty cents for a blackback pug was the going price and the aristocracy of the land paid dearly for their soles during that period.

First "Haul" of Mackerel

Then, right on top of that, came the frenzied announcement by radio that spring had arrived. "The first haul of mackerel at Newport", was the message. "Earliest on record" and several fathoms more of such tripe. Local sea-skimmers blinked and looked around wondering if they had been left several months astern by some manner or means, and what should be done about it. It developed that a bunch of mackerel had been dragged out of the mud by some otter-trawlers, and one of them landed a few at Newport.

Predict Good Swordfishing

The month winds up with the first day of spring coming in warm and beautiful, with a southerly wind and all hands shucking their pea-jackets. Fish biting in fresh and salt water and all oldtimers predicting a wonderful season for swordfish.

To Benefit by Planting Flounder Fry

For several years the town of Vineyard Haven has been liberating flounder fry in Lagoon Pond, which is an arm of the harbor. The local fishermen have played ball one hundred percent and have done no fishing in the pond; watching to see what might happen. Now, a little experimenting shows that there is a mighty good bunch of blackback flounders in the pond, many of them approaching marketable size. The town has asked for more fry, which will be liberated as soon as it can be obtained.

Other Predictions

This year, and the coming summer season, is expected to mark a turning-point, the end of an era perhaps, in certain local fisheries. Based on the behavior of some of the fish, the bait, the run of weather and the law of averages, old-timers declare that the weakfish are due back again this year. That probably other varieties, once plentiful here, will also make their appearance. The bluefish have come, and evidently come to stay for a while after an absence of twenty years. The menhaden have also begun to show up, and various other kinds of bait. The squiteague, which once warranted the setting of some fifty sets of trap-gear in Vineyard Sound, have been entirely absent from these bearings for twenty years or thereabouts, and the change is due according to the old-timers who recall other incidents of this kind in the long ago.

WOLVERINE DIESEL MARINE ENGINES

Sturdy
Reliable
Economical
Long-Lived



The "Anna C.," owned by Capt. Ole Christensen of South Portland, Me., powered with a 100 hp., 4-cylinder, 4-cycle Wolverine Diesel engine, 8½ in. x 12½ in.

**Designed
For
Fishing
Service**

WOLVERINE MOTOR WORKS, Inc.

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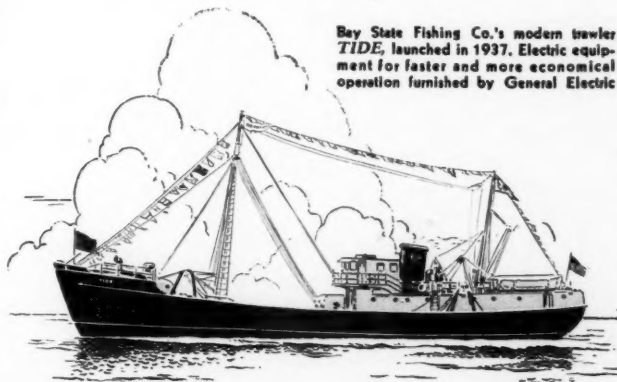
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BRIDGEPORT, CONN.

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G-E ELECTRIC Equipment

EVERY kind of electric equipment—by the world's largest electrical manufacturer • Products that have proved thoroughly reliable, time-saving, and money-saving—on nearly every type of vessel afloat • Much of our equipment for fishing vessels is manufactured at our Lynn, Mass., plant, established in 1881 • Marine representatives are at Boston and at Portland, Me. • Thorough servicing available at Boston. Free engineering advice on all kinds of electric installations.



Bay State Fishing Co.'s modern trawler *TIDE*, launched in 1937. Electric equipment for faster and more economical operation furnished by General Electric

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GENERAL  ELECTRIC

Filing No. 9800

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Schenectady, New York

No White-Collared Landlubber Wrote This Superior Diesel Advertisement . . .



The tug "Mystic" owned by the Upper Columbia River Towing Company, The Dalles, Oregon

. . . Says Capt. A. Leppaluoto, manager of the Upper Columbia River Towing Company of The Dalles, Oregon, and Hoquiam, Washington:

"The tug 'Mystic' is powered with a 6-cylinder, 9 x 12, Superior Diesel developing 260 h. p. at 600 rpm. This engine has been in continuous service 24 hours a day for two years on government channel improvement work between The Dalles and Umatilla, Oregon. Any failure on the part of the engine in these waters would have meant disaster as the

channels are narrow and crooked and run between rocky reefs with currents up to 15 miles per hour.

"This engine has been operating through freshets and ice in weather conditions which include scorching sun in summer and the other extreme in winter—as low as 30 below. Yet the Superior Diesel has not failed us at any moment in those two years—nor has it required any kind of overhaul work during that time.

"Furthermore, it has sometimes been necessary to overload the engine for long periods, towing through rapids. This Superior Diesel can certainly take it, and there's nothing more we could ask of any engine."

★ ★ ★

On the strength of that kind of service, more than 120 fishing vessels of all sizes and types are using Superior Diesels. Write our nearest office or see our nearest agent for further information.



THE NATIONAL SUPPLY COMPANY . . . SUPERIOR ENGINE DIVISION

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